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November, 1953



University of Arizona Bulletin

Social Science Bulletin No. 23

A HISTORY OF WILLIAMS, ARIZONA

1876-1951

BY JAMES R. FUCHS

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in the Graduate College, University of Arizona

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PREFACE

The writer has attempted to present the historical development of Williams, Arizona, from the date of its establishment as a post office by that name in June, 1881, until the present time. Background material to the main theme of the story will be found in the first chapter, Spanish and Anglo-American activity in northern Arizona, with particular reference to the Bill Williams Mountain country, prior to the establishment of the town.

Williams is a town of 2,152 population in northern Arizona situated on U.S. Highway 66 and on the main line of the Atchison, Topeka and Santa Fe Railroad, a branch line of which runs from the town to the Grand Canyon.

The town is thirty-four miles west of Flagstaff, Arizona, the seat of Coconino County, in which administrative unit Williams has been since 1891. Prior to then, the area comprising the present County of Coconino was a part of Yavapai County. Prescott, where the founder of Williams was living before his arrival in the Bill Williams Mountain country, is the county seat of Yavapai.

Dominating the landscape at Williams is Bill Williams Mountain, which, beginning its rise on the south side of Williams, reaches to an elevation of 9,282 feet, some 2,500 feet above the town. The town received its name from this peak, which in turn was named after the famous "mountain man," William Sherley Williams, better known as "Old Bill Williams."

Initially established as a post office on the cattle ranch of C. T. Rogers, which lay on the proposed route of the Atlantic and Pacific Railroad, Williams experienced its first substantial growth as a railroad construction camp. Railroad and ranching continued to be important to the town after the earliest years although in slightly more than a decade lumbering had supplanted these two industries as the major economic factor in the town's growth. It was natural that Williams should become a lumbering town inasmuch as it is situated in a part (the present Kaibab National Forest of that timber belt in northern Arizona) which has been described as the largest unbroken forest of western yellow pine (*pinus ponderosa*) in the United States. However, with the gradual depletion of the timber resources in the immediate vicinity of Williams, the industry has become less important to the town and its position has been taken over by the "tourist industry."

Williams, within sixty miles of the South Rim of the Grand Canyon, has become known as the "Gateway to the Grand Canyon" because of the several facilities at or near Williams which provide access to the Grand Canyon National Park. These are the "Grand Canyon Line" of the Santa Fe Railroad and the paved highway (State Highway 64) which leaves U.S. Highway 66 several miles east of town and provides an excellent road for motoring to the South Rim. At present Williams derives its income largely by providing for the needs of those who comprise the tremendous volume of tourist traffic over

Highway 66. A large portion of this traffic is bound for the Canyon. The vacationist is not only attracted to the region by the Grand Canyon, but also by the delightful summer climate which prevails in this mountain country. The section is also blessed with usually moderate winter temperatures, and the snow-laden slopes of Bill Williams Mountain are bringing, in increasing numbers, ski enthusiasts to the Williams area. It is largely to the expansion of the tourist trade that Williams owes its lease on life after the removal of the large lumber company, and a principal aim of the community at present is the development of the Bill Williams Mountain country as a resort area.

In this work no attempt has been made to present an exhaustive analysis of the ranching, lumbering, railroad, or tourist industries in northern Arizona, all of which have been important to Williams. Newspapers, of necessity, have been the chief source of information, and the writer recognizes some of the attendant disadvantages. In the early days, particularly, there was a tendency to report upon coming events or proposed actions and then to report no further as to whether the action had taken place or not. Thus it has sometimes been necessary to qualify a statement where a more positive assertion would be more desirable. Since newspapers were the best source of information, it is especially unfortunate that Williams had no local newspaper during its first decade and, apparently, all remaining copies of the newspaper issued for the first ten years of the local paper's existence were lost in the fire of July, 1901. Therefore, for the first twenty years of the town's history it has been necessary to rely largely upon newspapers of other Arizona towns to piece together the events of Williams. For the later years, well-kept files of *The Williams News* have made the details more readily accessible.

In writing this seventy-five year history of Williams, more attention has been given to personalities in the early period than in the later years. While this is a history of the town's development, and not a series of biographical sketches, it has been considered, nevertheless, of sufficient interest to include a small portion of the material available on the pioneers of the area, while many of those citizens of later years—equally important to their day—have been given little or no mention. Hence, someone familiar with the history of Williams may find that attention has been devoted to men such as Charles T. Rogers and Cormick E. Boyce—important men in the early days of the town—while later citizens who have achieved more, perhaps, and who have become better known, in view of their accomplishments on a county or state level, have seldom been mentioned in relating the town's history.

CHAPTER I

NORTHERN ARIZONA, 1540-1870

Northern Arizona had seldom been visited by the white man until the third decade of the nineteenth century, although the Hopi pueblos, situated some one hundred miles northeast of the present Williams-Flagstaff region, had become a part of the pueblo mission system of the Spanish in New Mexico.¹ The Spaniards were successful, for a time, in bringing Christianity to the Hopis, but this was the farthest extension westward of their mission system in northern Arizona. The extension of the mission system into northern Arizona, although it never approached the proportions of that of Father Kino in Pimería Alta and embraced no attempted colonization, is worthy of some note in that missions were established as early as 1629 in this Hopi province.² Thus they antedated those of Kino by almost sixty years.³ Interest in the region, however, began nearly a hundred years before.

Coronado, in 1540, heard of the Hopi Indians to the northwest of Zuñi, in the region which the Spanish came to call Tusayán Province,⁴ and sent Captain Pedro de Tovar with a small party to verify this report. Tovar became the first white man to lead an exploration party into northern Arizona from the east. This party evidently passed by way of Navajo Springs,⁵ which later acquired a degree of fame as the spot upon which the federal officials formally inaugurated the government of Arizona Territory in 1863.⁶ Then, marching parallel to the valley of the Little Colorado River, the party probably saw to the southwest the peaks of the San Francisco Mountains where they dominate the skyline of the Williams-Flagstaff region. Upon his return Tovar repeated a Hopi tale of a mighty river farther to the northwest. García López de Cárdenas was sent by Coronado to determine the source of the story.

¹ For purposes of this paper the term "northern Arizona" signifies that area of present-day Arizona which lies north of the thirty-fourth parallel of north latitude, an area formerly the northwestern portion of the province of New Mexico in Spanish colonial days.

² E. R. Forrest, *Missions and Pueblos of the Old Southwest*, p. 207. This author adds that these missions were destroyed during the Pueblo Indian revolt in 1680 and were never rebuilt. The Hopis refused to accept missionaries after this date. See also E. Coués, *On the Trail of a Spanish Pioneer: The Diary and Itinerary of Francisco Garcés*, II, 398.

³ H. E. Bolton, *Kino's Historical Memoir of Pimería Alta*, p. 22. Father Eusebio Francisco Kino, an Italian-born Jesuit missionary, conducted extensive missionary, and exploratory activities between 1687 and 1711 in Pimería Alta. He averaged better than two inland journeys per year during this period, while north of the Gila there was very little comparable activity.

⁴ According to H. E. Bolton (*Coronado, Knight of Pueblo and Plains*, p. 134), "The first pueblo was called Tucano, as Coronado understood it, hence the name Tusayán, which came to be applied to the whole group of Hopi towns."

⁵ Katharine Bartlett, "How Don Pedro De Tovar Discovered the Hopi and Don García De Cárdenas Saw the Grand Canyon, with Notes on their Probable Routes," *Plateau*, XII, No. 3 (January, 1940), 37.

⁶ W. C. Barnes, *Arizona Place Names*, University of Arizona Bulletin, VI, No. 1, p. 297.

Cárdenas retraced the trail of Tovar to Tusayán. Here he secured provisions and guides for the trip to the river, which was to take another twenty days.⁷ Castañeda's narrative, the principal one for the Coronado expedition, gives no clue to the route of Cárdenas and simply relates:

... When they had marched for twenty days they came to the gorges of the river, from the edge of which it looked as if the opposite side must have been more than three or four leagues away by air. This region was high and covered with low and twisted pine trees; it was extremely cold, being open to the north, so that, although this was the warm season, no one could live in this canyon because of the cold. The men spent three days looking for a way down to the river, from the top it looked as if the water were a fathom across. But, according to the information supplied by the Indians, it must have been half a league wide.⁸

It is thought that Cárdenas first viewed the Grand Canyon from the vicinity of Grand View Point, some fifty miles northeast of Williams.⁹ The exact location cannot be determined and he probably gazed upon the Canyon from many of the well-known points now within the national park.

In November, 1582, Antonia de Espejo led to the Hopi pueblos the first white visitors since 1540. The expedition was "ostensibly for the purpose of rescuing two friars who had remained in New Mexico after the Rodríguez expedition."¹⁰ This time, however, rumors of mines farther to the west reached their ears, and a small group pushed still deeper into Arizona. It has been credited with actually staking out mining claims near Prescott, Arizona.¹¹

This group, after it crossed the Little Colorado River, "passed in the vicinity of Flagstaff, and then came to the Rio de las Parros, perhaps Sycamore Creek."¹² The mines were found near a stream named El Rio de los Reyes, doubtless the Verde. . . .¹³

Don Juan de Oñate, who had been awarded a contract from the Spanish ruler for the conquest and settlement of New Mexico in 1595,

⁷ Bolton, *Coronado*, pp. 138-139.

⁸ George P. Hammond and Agapito Rey, *Narratives of the Coronado Expedition (Coronado Cuarto Centennial Publications, 1540-1940, II)*, pp. 215-216.

⁹ Bolton, *Coronado*, p. 139.

¹⁰ Katharine Bartlett, "Notes upon the Routes of Espejo and Farfan to the Mines in the Sixteenth Century," *New Mexico Historical Review*, XVII, No. 1 (January, 1942), 21. For general background and contemporary narratives of this expedition see H. E. Bolton (ed.), *Spanish Exploration in the Southwest, 1542-1706*, pp. 137-160.

¹¹ G. P. Hammond and A. Rey (eds.), *New Mexico in 1602: Juan de Montoya's Relations of the Discovery of New Mexico*, pp. 23-24.

¹² There are eight or nine streams in Arizona which have at one time or another been called "Sycamore Creek." The one referred to here has its source on the eastern slope of Bill Williams Mountain, flows southwest and enters the Verde River in Yavapai County not very far from present Clarkdale. See Barnes, *op. cit.*, p. 434.

¹³ G. Hammond and A. Rey (ed. and trans.), *Expedition into New Mexico Made by Antonio de Espejo, 1582-1583: As Revealed by Diego Pérez de Luxan, A Member of the Party*, pp. 37 and 108. It is unlikely that they reached Bill Williams Fork, as some historians have assumed on the basis of Espejo's own narrative of the journey.

reached the Hopi pueblos three years later and from there dispatched a number of his followers to seek the mines which had been reported by Espejo.¹⁴ This expedition, led by Captain Marcos Farfán, evidently passed to the south of Bill Williams Mountain, at the northern base of which the town of Williams is now situated.¹⁵ Alonso de Quesada, a captain with Farfán, commenting on the lands they visited, said that . . . there were abundant mineral deposits, fine pastures, rivers, valleys, meadows, and plains. He also stated that he had seen a great number of mountain hens (turkeys), iguanas, and Castilian grouse.¹⁶

Six years later, in 1604, Oñate left his headquarters at San Gabriel and retraced the route of Captain Farfán through northern Arizona, west to Bill Williams Fork, down that stream to the Colorado, and thence to the Gulf of California.¹⁷

A Franciscan friar, Francisco Tomas Garcés, made extensive explorations in Arizona toward the end of the eighteenth century. Garcés, who had been assigned to San Xavier del Bac mission in Pimería Alta in 1768, accompanied the expeditions of Captain Juan Bautista de Anza to California in 1774 and 1775. On the latter occasion, Garcés left the expedition shortly after it had reached the Colorado River. From there, after further travels in California, he visited the Hopi towns in northeastern Arizona. On his way to the pueblo villages, Garcés explored part of the Grand Canyon and also entered Cataract Canyon which is about seventy miles northwest of Williams.¹⁸

By the close of the eighteenth century, Spain was more concerned with keeping foreigners out of New Mexico than with converting the Hopis or exploring that region which now comprises northern Arizona. Felipe de Neve, commandant general of the Interior Provinces, wrote to Governor Anza in 1784 and ordered him "to strictly enforce the laws against strangers entering the province." By 1795 the Spaniards were concerned over the possible alienation of the Indians in the Southwest by the French and Americans, and two years later an order was issued for the arrest of all foreigners within the province.¹⁹

The first decade of the nineteenth century is characterized by the continuation of this attempt on the part of New Spain to consolidate

¹⁴ Bolton, *Spanish Exploration*, p. 201.

¹⁵ *Ibid.*, pp 242 ff. It is quite certain that Farfán's party went as far west as Bill Williams Fork. *Ibid.*, p. 204.

¹⁶ F. W. Hodge (ed.), *History of New Mexico by Gaspar Pérez de Villagrà*, p. 169. Hodge suggests that Quesada may have been referring to the Gila Monster, as Arizona has no iguanas. *Ibid.*, p. 171.

¹⁷ Bolton, *Spanish Exploration*, pp. 206, 268.

¹⁸ C. F. Coan, *History of New Mexico*, p. 251.

¹⁹ "The northern provinces of New Spain were called the *Provincias Internas* and consisted of Texas, Nuevo Leon, New Mexico, Nueva Vizcaya, Sinaloa, Sonora, Lower California, and Upper California. . . ." After an unsuccessful attempt (1785-1786) to administer them as three military commands they were, on December 3, 1787, divided into two groups: the Interior Provinces of the East, consisting of Texas, Coahuila, Nuevo Leon and Nuevo Santander; and the Interior Provinces of the West, which included Nueva Vizcaya, New Mexico, Sinaloa, Sonora, and Upper and Lower California. Coan, *op. cit.*, pp. 250-254.

her gains and prevent further incursions of non-Spanish nations; the following decade, by the revolutionary movements which resulted in the independence of Mexico in 1821. Neither the Hopi pueblos nor the vast area of northern Arizona merited much attention in those troublous years.

The Spanish missionary effort in northern Arizona had centered upon the Hopis, and the exploration carried on was fostered chiefly by that effort. Northern Arizona was traversed from one extremity to the other, but no permanent mission or colony resulted. The dawn of the nineteenth century found northern Arizona uninhabited by white men and, except for the intermittent Spanish incursions of the preceding two and a half centuries, very much unexplored. Mexico had succeeded Spain as nominal ruler of that region.

It has been noted that the Spanish had been much concerned over Anglo-American incursions into their territory. Orders had been issued for the arrest of all foreigners entering the territory, and there is record of such action being taken. Despite seizures of goods and ejection from the territory—if not incarceration—there were those who risked such treatment for the sake of trade, and there is record of Americans visiting Santa Fe in 1815 and 1819.²⁰

Trade with Santa Fe was the principal objective of these early merchants, and with the advent of Mexican independence the chief obstacle to such profitable ventures was removed. The Santa Fe trade was considered officially opened by the journey to that town in 1821 of a party under the leadership of Captain William Becknell, who has been called the "father of the Santa Fe trade."²¹

Another type of trade in the Southwest followed closely upon the heels of the Santa Fe merchandise trade. This was the American fur trade which stretched out into Arizona and California from the New Mexican centers of Santa Fe and Taos. The "mountain men," as these trappers came to be called, apparently favored the latter town as a center of operations, and it figured prominently in the trade. There seems to be no record of mountain men venturing into Arizona prior to 1824; however, the surreptitious nature of such activities would naturally have precluded the likelihood of such records being kept.

Even after Mexican independence, it was still necessary for foreigners to secure a license to carry on any civil activity, as had been the custom under the Spaniards. If it were not forthcoming, however, the Americans usually found some means of circumventing the requirement.²²

Between 1824 and 1832, there were hundreds of trappers who came and went along the streams of Arizona. The records of these trapping expeditions are scant, and hard to come at; and [doubtless] a good many expeditions into the Colorado and Gila river region have gone entirely unrecorded.²³

²⁰ A. H. Favour, *Old Bill Williams: Mountain Man*, p. 49.

²¹ *Ibid.*

²² F. C. Lockwood, "American Hunters and Trappers in Arizona," *Arizona Historical Review*, II, No. 2 (July, 1929), 71.

²³ *Ibid.*

One which did not go unrecorded was that of a group of trappers who began operations in the Gila Valley in 1826. Among the leaders of this expedition were Ceran St. Vrain, William Sherley Williams, and Miguel Robidoux. This party split into four groups to trap the tributaries of the Gila. James Ohio Pattie, who later wrote an account of his adventures, was apparently a member of Robidoux's group.²⁴ After being attacked by Indians, the survivors, including Pattie, joined a party of trappers led by Ewing Young, took revenge upon the Indians, "trapped up the Salt River and the Verde, and, then going down to the Colorado, up that stream."²⁵ This was probably the first recorded instance of any considerable number of mountain men entering Arizona.²⁶

The advent of the Pattie-Young party into northern Arizona along the banks of the Verde was soon followed by other American traders passing through the region. One Richard Campbell is credited with having led a pack-train through northern Arizona to California in 1827. It is said that Bill Williams visited the Hopi pueblos about the same time.²⁷

In 1829, Ewing Young led a party of trappers, including Kit Carson, to trap the beaver streams of Arizona. Carson in telling of this episode relates how they trapped down the Salt River to the mouth of [the] San Francisco river and then up to the head of the latter stream . . . The party was divided on the head of San Francisco river; one section to proceed to the valley of Sacramento in California of which I was a member and the other party to return to Taos . . . Young took charge of the party for California consisting of eighteen men.²⁸

More specifically, Young's route followed the Salt River (a branch of the Gila) to the mouth of the Rio Verde,²⁹ then went up the Verde to its head, and thence across the Arizona desert to the Colorado River.³⁰ Before the party split, it was evidently "high up among the alpine meadow and pine and aspen groves of the Black Forest" which lies about twenty miles southwest of Bill Williams Mountain and the town of Williams.³¹

William Sherley Williams—or Old Bill Williams, as he is generally called—after whom these two sites were named, has been closely associated with the history of Arizona, although details of his activities within the territory are lacking. It has been mentioned that he was with the trapping party in 1826. A contemporary of Williams claims

²⁴ R. G. Thwaites (ed.), *The Personal Narrative of James Ohio Pattie*, (*Early Western Travels*, XVIII).

²⁵ Lockwood, *op. cit.*, p. 55.

²⁶ R. K. Wyllys, *Arizona: The History of a Frontier State*, p. 76.

²⁷ *Ibid.*, pp. 78-79.

²⁸ B. C. Grant (ed.), *Kit Carson's Own Story of His Life*, pp. 12-13.

²⁹ Carson's "San Francisco river" was the Verde River. It was incorrectly called the San Francisco for many years. See Barnes, *op. cit.*, p. 469.

³⁰ R. G. Cleland, *From Wilderness to Empire: A History of California, 1542-1900*, p. 161.

³¹ R. G. Cleland, *This Reckless Breed of Men: The Trappers and Fur Traders of the Southwest*, p. 229.

that he visited the Hopis in 1833 with the trapper, after first traveling through the Petrified Forest region. Williams is said then to have visited the Grand Canyon and "spent the winter . . . near where the present town of Williams, Arizona, is situated."³²

Chittenden, in his classic on the fur trade of the Far West, may have come nearer the truth when he said:

Little is known of Williams's trapping activities in the southwest. He flits in and out of the old narratives as mysteriously as a ghost. In his long and largely solitary career, he ranged from Oregon to old Mexico and from the villages of the Osage Indians to those living at the mouth of the Colorado. A city, a river and a mountain in Arizona still bear his name. Yount tells us of a certain 'Williams, an American' among the Hopis in 1827. It probably was Old Bill for the account is entirely consonant with his eccentric character. Among these Indians he participated in their own religious rites and conducted elaborate Christian ceremonies before them. He succeeded in making a great impression upon them, and when the next year they had phenomenal crops they attributed it to the great medicine of the now absent Williams and almost deified his memory.³³

The uncertainty of the facts concerning the life of Williams in Arizona has resulted in many contradictory claims. Some of the "facts" appear to be true for the most part, while others seem to be fabrications out of the whole cloth.

It has been established that he was born in Rutherford County, North Carolina, on January 3, 1787, and met his death at the hands of the Ute Indians in southern Colorado on March 14, 1849.³⁴ Williams, it seems, became an itinerant Baptist parson in Missouri, lived among or near the Great Osage Indians as a missionary for some fifteen years, and took an Indian wife.

George F. Ruxton, who may have met Williams at Taos or Santa Fe, gave the following description of the trapper in his book, *Life in the Far West*:

Acquainted with every inch of the Far West, and with all the Indian tribes who inhabited it, he never failed to outwit his Red enemies, and generally made his appearance at the rendezvous, from his solitary expeditions, with galore of beaver, when numerous bands of trappers dropped in on foot, having been despoiled of their packs and animals by the very Indians through the midst of whom Old Williams had contrived to pass unseen and unmolested. On occasions when he had been in company with others, and attacked by Indians, Bill invariably fought manfully, and with all the coolness that perfect indifference to death or danger could give, but always 'on his own hook.' His rifle cracked away merrily, and never spoke in vain; and in a charge—if ever it came to that—his keen-edged butcher-knife tickled the fleece of many a Blackfoot. But, at the same time, if he saw that discretion was the better part of valor, and affairs wore so cloudy an aspect as to render retreat advisable, he would first express his opinion in curt terms, and decisively, and, charging up his rifle,

³² C. P. Williams, *Lone Elk* ("The Old West Series," No. 6), Part 1, 17-19. Williams says he received this information in a personal interview from a resident of Taos named Archeleuta, who claims to have been Williams's partner on the expedition to the Hopis.

³³ H. M. Chittenden, *The American Fur Trade of the Far West*, II, 977-978. George C. Yount was with the expedition to the Gila in 1826.

³⁴ Favour, *op. cit.*, p. 18.

would take himself off and 'cache' so effectively that to search for him was utterly useless.³⁵

The above account is probably authentic, although there has been some doubt cast upon Ruxton's narrative of Williams owing to his "description" of the death of Old Bill, whom he actually preceded in death by some months.³⁶

Williams's movements between the years 1825 and 1841 are rather hazy, although he may have visited northern Arizona more than once during that period and he is credited with having first-hand knowledge of most of the Southwest.³⁷ In 1848 he served as a guide to Frémont on his fourth expedition and was blamed by Frémont for its failure. Many of his contemporaries, however, rose to the defense of Williams; and Antoine Leroux, another experienced mountain man and guide, "attributed Frémont's failure to his pig-headedness in not being willing to listen to advice" rather than to any error of judgment by Williams.³⁸

Even while the traders and trappers were still pushing into unexplored parts of Arizona and California, the mining frontier was advancing into the same areas. Discoveries of gold in New Mexico between 1828 and 1839 led to investigations of the mountains of Arizona. Joseph R. Walker had picked up gold nuggets along the Hassayampa River as early as 1838.³⁹ It was not these early indications of gold in Arizona, however, which led to the systematic exploration and eventual settlement of northern Arizona. Not until the discovery of gold in California in 1848 was real impetus given to such exploration.⁴⁰ True, the Mexican War, as a result of which Arizona north of the Gila passed into American hands, increased interest in the area; but the rush to California in search of gold made Americans better acquainted with Arizona than did the stories of those who had visited the region during the conflict with Mexico.⁴¹

The desire for easy access to the gold fields of California, among other considerations, resulted in the government's sending out numerous expeditions to conduct surveys and explorations in the Far West during the next decade. Northern Arizona witnessed a period of intensive exploration in these ten years under the direction of American military men, chiefly from the Corps of Topographical Engineers. Most of these explorations were to survey routes for contemplated railroads to the West Coast; the need for military wagon roads was behind others.

The first of these surveys was made by Captain Lorenzo Sitgreaves in 1851. He left Zuñi on September 24, 1851, followed the Zuñi River to its junction with the Little Colorado, and traveled up that stream

³⁵ As quoted in Chittenden, *op. cit.*, pp. 977-978.

³⁶ Favour, *op. cit.*, p. 64.

³⁷ *Ibid.*

³⁸ Williams, *op. cit.*, p. 28.

³⁹ Wyllys, *op. cit.*, p. 122.

⁴⁰ H. S. Colton, "A Brief Survey of the Early Expeditions into Northern Arizona," *Museum Notes*, II, No. 9 (1930), 2.

⁴¹ Wyllys, *op. cit.*, p. 103.

to the vicinity of Grand Falls. Beyond the Grand Falls, the Little Colorado continues on its course through a canyon nearly two hundred feet in depth. Here, said Sitgreaves in his report:

Having been informed by my guide and other experienced trappers that this canon extends down the river to its junction with the Colorado, and the great canon through which the latter flows, I regarded the attempt to follow the river to its mouth as too hazardous, considering the condition of the supplies, and therefore, by the advice of the guide, turned off toward the mountains, with the purpose of striking the Colorado below the great canon.⁴²

Sitgreaves headed due west for the Colorado. He traveled around the base of the San Francisco Mountains, passed a few miles from the site of present Flagstaff and to the south of Bill Williams Mountain. The map submitted with the report of Sitgreaves shows that his party camped at the southeastern base of that mountain on October 22 and at the southwestern base the following day. While following along the side of this mountain, the party encountered the bed of a small stream. Antoine Leroux, the expedition's guide, said it was called Bill Williams Fork and told R. H. Kern, the topographer with the surveyors, that in 1837 he had met Bill Williams there. When he later prepared the map, Kern evidently attached the name to the mountain to signify his and Leroux's regard for Williams. A glance at a map of Arizona will quickly show that Bill Williams Fork does not head on Bill Williams Mountain and that perhaps the Verde, or, as it was then called, the San Francisco, was the stream Kern had in mind. Nevertheless, the mountain evidently was named by Kern at this time.⁴³ From here Sitgreaves struck northwest through the rugged country west of Williams and finally came to the Colorado on November 5, 1851. In submitting the map which accompanied his report, Sitgreaves stated: "I can add very little to the information afforded by the map, almost the entire country being barren, and without general interest."⁴⁴

Sitgreaves' route, which had generally followed the thirty-fifth parallel, was soon traversed by other expeditions, both private and government-sponsored.

Fort Defiance, the first Anglo-American settlement in northern Arizona, was established in 1851. Interest in the area, if not its population, was rapidly increasing. In 1853, Francois X. Aubry left Tejon Pass in California on July 10 and followed the thirty-fifth parallel route from west to east. He reached the Zuñi pueblos on September 6, less than two months after his departure from California. Evidently he did not have the advantage of Sitgreaves' report and remarked in his journal of the trip that "there was no one with us who knows anything of the

⁴² Captain L. Sitgreaves, *Report of an Expedition Down the Zuñi and Colorado Rivers* (Senate Exec. Doc. No. 59, 32nd Cong., 2d Sess.), p. 9.

⁴³ R. H. Kern, MS, Diary No. 2 on the Sitgreaves Expedition, Huntington Library, California, cited by Favour, *op. cit.*, p. 181. Kern was with Williams on the disastrous Frémont expedition of 1848-49. *Ibid.*, p. 172. Cf. S. Vestal, *Mountain Men*, p. 250.

⁴⁴ Sitgreaves, *op. cit.*, p. 5.

country through which we must pass, and we could not obtain any information in regard to it."⁴⁵

The same year Aubry made his journey, Lieutenant Amiel Weeks Whipple commenced his survey of a railroad from Ft. Smith, Arkansas, along the thirty-fifth parallel route to the Pacific Coast. Whipple's route across northern Arizona was generally the same as that traversed by Sitgreaves two years earlier and he was fortunate in having as his guide Antoine Leroux, who had been with Sitgreaves.⁴⁶

Whipple traveled to the vicinity of Flagstaff and spent nearly ten days exploring the surrounding country in an attempt to "find a feasible route that would take his survey down the western slope" of the Colorado Plateau.⁴⁷ On one of their reconnaissance trips Whipple wrote: We . . . bivouacked upon a hillside, where abundance of bunch-grass, quite green, and cedars for shelter and for fuel, afforded a fit resting-place for the night . . . From south to south-southwest, about ten miles from us, was Bill Williams' mountain, the highest in this vicinity.⁴⁸

On January 1, 1854, they visited "New Year's Spring," which is thought to have been not far from Williams, probably near Pitman Valley some nine miles east.⁴⁹ That evening they "spread [their] blankets beneath a cedar tree three miles west of Bill Williams' mountain."⁵⁰ Whipple was favorably impressed with the good grass and timber there. The party finally continued on west, descending the Bill Williams River to the Colorado and thence on to California and the city of Los Angeles, which they reached on March 21, 1854. Although the survey was not immediately utilized for the construction of a railroad, it had its influence on subsequent explorations of the same areas, particularly on the wagon road surveys conducted by Lieutenant Beale in 1857 and 1858. Whipple contributed to the settlement of northern Arizona in several ways. He delineated a feasible railroad route, increased the knowledge of the territory, named rivers, mountains and passes, and "classified and systematized all pre-existing information concerning the thirty-fifth parallel region."⁵¹

The wagon road surveys conducted by Lieutenant Edward Fitzgerald Beale in 1857, 1858, and 1859 followed generally the route traversed by Sitgreaves and Whipple, although from the Flagstaff region west his route was more to the north. His report to the Secretary of War on his explorations from Fort Defiance to California expressed considerable enthusiasm over the Williams-Flagstaff region. He praised the fine gramma grass, timber and "water in abundance" to be found in the country at the foot of San Francisco Mountain, and he said:

⁴⁵ F. X. Aubry, *Journey from California to New Mexico*, 1853, p. 84.

⁴⁶ G. Foreman (ed.), *A Pathfinder in the Southwest*, p. 16.

⁴⁷ *Ibid.*, p. 175.

⁴⁸ *Ibid.*, p. 176.

⁴⁹ Barnes, *op. cit.*, p. 300.

⁵⁰ Foreman, *op. cit.*, p. 177.

⁵¹ G. L. Albright, *Official Explorations for Pacific Railroads, 1853-1855*, p. 118. Whipple's route is at present followed to a large extent by the Atchison, Topeka and Santa Fe Railroad.

The country is undulating, with frequent extensive level plateaus, well watered with springs, and is by far the most beautiful region I ever remember to have seen in any portion of the world. A vast forest of gigantic pine, intersected frequently by extensive open glades, sprinkled all over with mountain meadows and wide savannahs, filled with the richest grasses, was traversed by our party for many successive days.⁵²

It was these same rich grasses, springs, and gigantic pines which later attracted cattle, sheep, and timber men to the Williams area and influenced its history.

In 1857, Lieutenant Joseph C. Ives of the Corps of Topographical Engineers, who accompanied Whipple in 1853, was commissioned to explore the course of the Colorado River. He explored as far north as the Virgin River in his steamboat and then returned to the Mojave villages. From there he started east overland. Ives followed a course somewhat north of those taken by the earlier expeditions and visited a number of the tributary canyons of the Grand Canyon, including Cataract Canyon, to the dangers of which Father Garcés had appeared quite indifferent in 1776. Garcés said merely that he coaxed his mule into Cataract Canyon along a "difficult road" with "a very lofty cliff" on one side, "and on the other a horrible abyss."⁵³ Lieutenant Ives, who may have been less accustomed to hardship than Father Garcés, in describing his descent into the same canyon reported:

The change had taken place so gradually that I was not sensible of it, till glancing down the side of my mule I found that he was walking within three inches of the brink of a sheer gulf a thousand feet deep; on the other side, nearly touching my knee, was an almost vertical wall rising to an enormous altitude. The sight made my head swim, and I dismounted and got ahead of the mule, a difficult and delicate operation, which I was thankful to have safely performed. A part of the men became so giddy that they were obliged to creep upon their hands and knees, being unable to walk or stand.⁵⁴

Cataract Canyon, which so awed Ives, begins some twenty miles northeast of Williams and runs northwest to the Grand Canyon. The lower end of the canyon is now known as the Havasupai or Supai Canyon.⁵⁵ The east branch of Cataract Creek (which heads on Bill Williams Mountain), although usually dry, follows a course through the west side of Williams.

Ives swung south, after considerable more reconnoitering along the Grand Canyon, and on April 25, 1858, camped in an "extensive meadow at the northern base of Bill Williams' mountain." Obviously the party was camped near the present site of Williams. The Lieutenant, evidently more than pleased with the area after the sterile canyon country, described a

⁵² S. Bonsal, *Edward Fitzgerald Beale: A Pioneer in the Path of Empire, 1822-1903*, p. 212.

⁵³ J. Bakeless, *The Eyes of Discovery: The Pageant of North America as Seen by the First Explorers*, p. 83.

⁵⁴ Lieutenant J. C. Ives, *Report upon the Colorado River of the West (Senate Exec. Doc. No. 90, 36th Cong., 1st Sess.)*, p. 106.

⁵⁵ Barnes, *op. cit.*, p. 83.

. . . sparkling brook that dashes down the ravine and meanders through the center of the meadow, which contains perhaps five hundred acres, and is covered with a luxuriant growth of gramma grass.⁵⁶

He speaks happily of "stately pines and spruce . . . scattered upon the surrounding slopes and [affording] a delightful shade" and of finding "in possession of the spot a herd of antelope that soared over the mountain like the wind when they saw the train approaching."⁵⁷ From Bill Williams Mountain the party continued east generally along the route traveled by the others in that decade.

Ives' expedition brought to a close official government interest in northern Arizona until after the Civil War. The cloud of impending war in Arizona, as in other parts of the country, seemed to stifle many of the usual activities, and in particular it forestalled the early construction of railroads to the Pacific Coast.

In the 1860's there was some activity in the area, chiefly prospecting, but no permanent settlements resulted in the Williams region, although as early as 1865 the Mormons had established towns in northern Arizona, particularly in the area north of the Canyon and to the east along the Little Colorado.⁵⁸ Joseph R. Walker conducted a party to the vicinity of present Prescott in 1862, ostensibly to prospect for gold. No doubt he revisited the site where he had picked up the nuggets in 1838.⁵⁹ One account of this expedition claims that from its camp site

. . . the Party proceeded to explore the surrounding country as far east as the [Agua Fria], and north and northwesterly to Chino Valley on the Verde River and Williams Fork, and Bill Williams Mt. . . .⁶⁰

The narrative speaks of "only one trip" being made to Bill Williams Mountain, as it seemed "to be a stronghold for the savages" and two of the party were wounded there.⁶¹ The mining activity in northern Arizona, however, centered around Prescott and Wickenburg, where important strikes were made in 1863.⁶²

The Civil War brought a greater appreciation of the value of Arizona to both the North and South, although upon its separation from New Mexico and creation as a separate territory in 1863, there was no rush to take up land in the region. Without doubt, the Civil War, as well as the increasing Indian depredations, somewhat deterred even the normal influx of settlers to the region. As one writer quite aptly summarized it, "the Civil War checked the activities of ambitious southerners and kept northerners busy with matters outside Arizona, but by 1868 several corporations were vigorously promoting railroads across the territory."⁶³ Congress had already granted two companies

⁵⁶ Ives, *op. cit.*, p. 113.

⁵⁷ *Ibid.*

⁵⁸ Work Projects Administration, *Arizona: A State Guide*, p. 51.

⁵⁹ See above, p. 13.

⁶⁰ D. E. Connor, MS, "The Walker Expedition in 1862," p. 9.

⁶¹ *Ibid.*

⁶² Wylls, *op. cit.*, p. 122.

⁶³ W.P.A., *op. cit.*, p. 111.

the right to build lines across Arizona, including one in the north along the thirty-fifth parallel. General W. J. Palmer conducted a number of surveys in 1867 and 1868 to determine the best general location for a route to connect with the Kansas Pacific Railroad. Utilizing the surveys carried out in the 1850's in northern Arizona, he laid out a route which approximated the present one past the San Francisco and Bill Williams mountains. His praise of the region was similar to that of Beale ten years earlier.⁶⁴

⁶⁴ Colton, *op. cit.*, p. 4.

CHAPTER II

PIONEERS IN THE WILLIAMS AREA, 1869-1881

The Bill Williams Mountain country was still comparatively unknown by the end of the sixties, although it was less than sixty miles north of Prescott, which had been established as the capital of Arizona Territory in 1864. Accounts of prospecting and hunting expeditions which visited the area in the late sixties clearly indicate that the region was unfamiliar to most of the people but they also reflect an increased interest in the area.¹ The prospectors who entered the area around the close of the decade were primarily interested in the region north of Bill Williams Mountain in the vicinity of Cataract and Grand canyons, and in the Little Colorado River area farther east.² The Beale or Whipple Road, which generally followed the thirty-fifth parallel across northern Arizona, had been used occasionally during the fifties, particularly by sheepmen driving herds to California from New Mexico.³ The route had evidently fallen into comparative disuse in the sixties, but by the end of that decade interest was once again being revived in the northern route as preferable to the southern one.⁴ It should be noted, however, that when the Thirty-fifth Parallel Route was referred to after 1870, it did not always mean the Old Beale Route, which passed north of Bill Williams Mountain. Another route, often referred to as the Thirty-fifth Parallel Route, swung farther south from that parallel and avoided the Bill Williams and San Francisco mountain areas.⁵ In general there was still very little travel through the Bill Williams region, even by the middle seventies.

The members of the various prospecting and hunting parties which did visit the area usually returned with favorable descriptions of the resources.⁶ Observers were impressed by the timber and grasses that grew there. One account stated: "We traveled through the finest timbered and grassed county I ever witnessed, . . . covered with bunch grass and wild Timothy, standing level with a horse's back. The timber being of the finest quality of pine and fir."⁷

In spite of the obvious attractions of the section it was slow in attracting permanent settlers, even though the Indians were not as great a menace here as they were in other sections of the Territory. The only ones living in the immediate region were the docile Havasupai who inhabit the Cataract Canyon region about seventy miles northwest of Williams. Nevertheless, there appears to be no record of any settlers

¹ *Weekly Arizona Miner*, July 31, August 14, 1869.

² *Ibid.*, August 7, September 11, 1869.

³ Bert Haskett, "History of the Sheep Industry in Arizona," *Arizona Historical Review*, VII (July, 1936), 10.

⁴ *Weekly Arizona Miner*, March 26, December 24, 1870.

⁵ *Ibid.*, December 31, 1870; January 28, 1871.

⁶ *Ibid.*, July 31, November 20, 1869.

⁷ *Ibid.*, November 20, 1869.

in the Bill Williams Mountain section at the opening of the seventies.⁸ The greatly increased number of livestock in the Territory by the mid-seventies, however, resulted in a search for new and better grazing ranges, and a gradual infiltration into the Bill Williams and San Francisco mountains began. The nutritious grasses and ample water supply at that time were a natural attraction to the numerous sheep and cattle raisers who then invaded the area. The grass-covered hillsides were well adapted to sheep husbandry; the many forest glades and mountain parks, described by Lieutenants Whipple and Beale two decade before, were admirably suited for cattle grazing. The sheepmen preceded the cattlemen into this bountiful area.

In December, 1875, John Clark drove a flock of sheep into Arizona from California. He crossed the Colorado at Hardy's Ferry, spent the winter at the Big Sandy River, then went into the Bill Williams Mountain country in the spring.⁹ A short time after, William H. Ashurst (father of Henry Ashurst, the first United States Senator from Arizona) entered the Territory from Nevada with a flock of sheep. He too spent the winter at the Big Sandy and moved on in the following spring to a site about eight miles south of modern Williams.¹⁰

Perhaps the earliest reference to settlement at Bill Williams Mountain appeared in September, 1876, when it was stated that Ashurst had settled near there with his family. The item also noted that he was in the sheep business.¹¹ The following year Ashurst moved farther east and settled in the Mogollon country.¹² Clark had again preceded Ashurst, and in May had moved to a site south of modern Flagstaff, not far from Mormon Mountain.¹³ During the same summer that Clark and Ashurst were located about eight miles from the site of Williams, it is claimed that:

⁸ *Weekly Arizona Miner*, August 14, 1869, in response to a rumor that Fort Whipple was to be abandoned in favor of a new post in the vicinity of Bill Williams Mountain, stated: "It would be a very unwise act to strip the settlements surrounding Prescott of all protection, for the sake of founding a new post in a region of country where there are no settlers to protect, and but few Indians to war upon."

⁹ Haskett, *op. cit.*, p. 21.

¹⁰ Joseph Fish, MS, "History of Arizona," p. 578. Fish says: "In 1875, W. H. Ashurst and John Clark . . . [came] to the Territory . . . from California by the way of Stone's Ferry. . . . In the spring of 1876 they came onto the foot of Bill Williams mountain where they located about eight miles from the present site of the town of Williams." But Haskett, *op. cit.*, p. 21, maintains that Ashurst was preceded by Clark, who crossed at Hardy's Ferry, which would be more logical since he came from California. William H. Ashurst, MS, "The Ashurst Family," n.p., says: "They [the Ashurst family] . . . came down the Virgin [River] to the Colorado River and crossed that river at a place then known as Stone's Ferry. Somewhere before crossing the Colorado River they picked up John Clark." Perhaps Clark and Ashurst met at the Big Sandy and proceeded together from there.

¹¹ *Weekly Arizona Miner*, September 15, 1876.

¹² *Ibid.*, December 21, 1877. Cf. Fish, *op. cit.*, p. 578.

¹³ McClintock, *Arizona: The Youngest State*, III, 496.

Sam Ball and John Vinton came in and located where Williams is now situated. These were the first settlers at this place. C. [T.] Rogers afterwards came in and bought them out.¹⁴

Official records of the General Land Office indicate that Ball and Vinton jointly settled upon unsurveyed land, a portion of which included the present site of Williams.¹⁵ In addition, the same records state:

It appears that Rogers as the assignee of Vinton and Scott as the assignee of Ball, established their residences upon undescribed portions of said jointure in 1878, and 1881 respectively. . . .¹⁶

Thus it seems that Ball and Vinton share the honor of being the first persons to settle on or near the immediate site of Williams, and Rogers was the first to establish a relatively permanent residence and to remain until more intensive settlement of the site began. John F. Scott apparently settled just north of the original townsite three years after Rogers, but may have been assigned Ball's "portion" of the unsurveyed land as early as 1878. The records are not clear in regard to the latter point. Hence, Ball and Vinton are most closely connected with the site in the latter half of the seventies, before the town was established. Rogers and Scott are better remembered in connection with the history of the incipient town in the early eighties. There is little recorded of Ball's activities near the townsite; Vinton's can be traced but slightly better; and Scott is of interest chiefly in relation to his contest with Rogers over part of the former Ball-Vinton jointure. On the other hand, Rogers' actions in regard to the establishment of Williams, while obscure in some details, are more clearly shown in the records still available.

Samuel M. Ball became acquainted with the region as early as 1869 when he was one of a group of prospectors known as the Miller party. This party prospected north of Bill Williams Mountain and in the Little Colorado country in the fall of 1869.¹⁷ On the return south it visited Bill Williams Mountain.¹⁸ In December, 1877, Ball was reported living "north of Bill Williams mountain."¹⁹ A year later the *Miner* stated: "Sam Ball, the old pioneer and hermit of the mountains, is in [Prescott] from the Bill Williams range, where he has a good ranch."²⁰ There were frequent references to Ball during the next

¹⁴ Fish, *op. cit.*, p. 578.

¹⁵ T. J. Anderson, Assistant Commissioner of the General Land office, to Register and Receiver, Prescott, Arizona, May 7, 1888. "I have examined the records in the case . . . involving the S½ SW¼, Sec. 28, T. 22 N., R. 2 E., and find that said tract is a part of the unsurveyed land, jointly settled upon by J. R. Vinton and S. M. Ball, sometime in 1876." The original townsite of Williams as surveyed by the railroad in 1888 was on the northwest quarter of section 33, immediately south of the above mentioned tract.

¹⁶ *Ibid.*

¹⁷ *Weekly Arizona Miner*, August 7, September 11, 1869.

¹⁸ *Ibid.*, October 16, 1869.

¹⁹ *Ibid.*, December 21, 1877.

²⁰ *Ibid.*, December 27, 1878.

few years.²¹ The exact location of his ranch was not indicated, however. Nor does the date when he moved from the site near the present Williams to Pitman Valley (sometimes Pittman), some nine miles east, appear in the records. It is known that he disposed of his share of the jointure to John F. Scott, who established residence upon it in 1881.²² In November, 1881, Ball was charged with having killed a man in Pitman Valley, where Ball was probably living by then.²³ The *Great Register* for 1882 shows Ball's residence as Pitman Valley.²⁴

John Rogers Vinton, usually called "John Rogers," who settled the jointure with Ball in 1876 at the Williams site, possibly has a better claim to being the first settler on the original townsite. He evidently settled on the southern part of the land which later became (at least in part) the townsite as surveyed by the railroad. Occasional references in the newspapers from 1877 to 1882 gave Vinton's (John Rogers') residence as the Bill Williams mountain country. The earliest, perhaps in December, 1877, mentioned his "camp at the [northern] base of Bill Williams mountain."²⁵ This was just one week prior to the first report of Ball living north of Bill Williams Mountain. A week after the reference to Ball the *Miner* stated:

Johnny Rogers [lives] on the outer rim of civilization, beyond Bill Williams mountain, with no human inhabitant between him and the Avia Supias [*sic*].²⁶ Ball and Vinton seem never to be mentioned together in the newspapers of the day, and the separate references to them hardly indicate that they were close neighbors. But their joint settlement of land at the site where Williams now stands is evidently well substantiated by the Land Office records.²⁷ The contention that Vinton settled first on the site of Williams is popularly accepted in Williams today. The fact that Vinton was generally called Johnny Rogers and that he sold his land to C. T. Rogers has resulted in some confusion of the two personalities. Actually, Vinton was never a resident of the town as such, although he evidently settled about a mile and a half south of there after disposing of his part of the jointure to Rogers in November, 1878.²⁸

²¹ *Ibid.*, November 28, 1879; January 16, June 25, 1880. Sometimes he is reported as being "in from the San Francisco Mountain country." In those days "Bill Williams country" and "San Francisco country" were apparently used interchangeably. The dividing line between the two regions was naturally indefinite. The same confusion occurs in reference to C. T. Rogers, it should be noted.

²² Anderson to Register and Receiver, May 7, 1888.

²³ *Arizona Democrat* (Prescott), November 25, 1881. Ball was released on the grounds that there was "a failure of evidence necessary to convict the defendant before a trial jury." *Ibid.*, December 2, 1881.

²⁴ *Great Register of Yavapai County* for 1882.

²⁵ *Weekly Arizona Miner*, December 14, 1877.

²⁶ *Ibid.*, December 28, 1877.

²⁷ See above, p. 21.

²⁸ *Deed Book*, No. 18 (Yavapai County), p. 595. This deed, dated in 1884, conveyed 160 acres at the base of Bill Williams mountain, on the north side, "and distant from the town of Williams in a Southerly direction about one and one half (1½) miles. Said land being now intersected by the track of the Atlantic and Pacific Railroad. . . . [It] is the same property and premises

Vinton sold his ranch south of Williams on June 21, 1881, to Alvin S. Haskell, a Prescott lumberman. This sale occurred a week after the post office of Williams was established.²⁹ Vinton, however, may have resided there until sometime in late 1882 or early 1883.³⁰ By March, 1883, he was living in Pitman Valley.³¹ In July his death was reported as follows:

Our peaceful community was shocked to learn of the killing of J. R. Vinton, familiarly known as Johnny Rogers, on Monday night, July 2nd, in Big Chino Valley, on Garland's Ranch, by J. A. McDaniel, who immediately delivered himself up to Constable Koooutz. . . . After a careful hearing of the facts in the case Justice Clark discharged the prisoner as it was clearly a case of self-defense.³²

Another account stated:

A shooting scrape occurred in Big Chino Valley, between John Vinton (known as John Rogers), and a man named McDaniel which, it is feared, has resulted in the death of the former. The circumstances of the affair are not, as yet, ascertained but it is said that Vinton, under the influence of liquor, used abusive language to McDaniel who began shooting every shot, six in all, taking effect.³³

It should be noted that there was evidently another settler, Samuel J. Sullivan, living a few miles south of Williams in the middle seventies. His ranch adjoined Vinton's, and he claimed to have been there since 1876, the same year Clark, Ashurst, Ball and Vinton came into the area.³⁴ This pioneer, Samuel J. Sullivan, has not generally been associated with the history of the Bill Williams country.

On June 21, 1881, the day Vinton deeded his ranch to Haskell,

conveyed to the party of the first part hereto by deed from the late John Rogers." In this instance Alvin S. Haskell was deeding the property he had purchased from John Rogers on June 21, 1881. See *Deed Book*, No. 13 (Yavapai County), p. 582. In 1882, Rogers stated: "[I] became seized and possessed of said tract of land [Rogers Ranch] on . . . the fifth (5) day of November A.D. 1878." *C. T. Rogers v. J. F. Scott* (Case No. 1053), Third Judicial District, Arizona. See also *Arizona Enterprise*, December 11, 1878; *Weekly Arizona Miner*, December 13, 1878; Anderson to Register and Receiver, May 7, 1888.

²⁹ *Deed Book*, No. 13 (Yavapai County), p. 582. "The said tract of land property and premises being the same land and premises which has been occupied by the party of the first part [John Rogers] for the past three years, and includes within its boundaries a spring of water situate in a gulch, the water being conducted from the spring into wooden troughs, and said tract of land being and adjoining the ranch on tract of land heretofore owned and occupied by S. J. Sullivan, on the South West."

³⁰ *Prescott Weekly Courier*, May 20, 1882. "Johnny Vinton is down from his home in Bill Williams mountain." Of course, he could have been living at Pitman Valley at this time, a few miles east of the mountain and perhaps ten or eleven miles from his ranch south of Williams. Sullivan and Vinton were apparently partners in some type of business until May 31, 1882. *Ibid.*, June 3, 1882. In February, 1883, Sullivan, who evidently retained the business while Vinton retired, had a store in Chino Valley. *Ibid.*, February 10, 1883.

³¹ *Ibid.*, March 24, 1883.

³² *Ibid.*, July 14, 1883.

³³ *Ibid.*, July 7, 1883. Fish, *op. cit.*, p. 578, claimed "Vinton was murdered in 1885."

³⁴ See above, footnote 29.

Sullivan transferred title to his ranch to Haskell's partner, William Z. Wilson. The deed reads, in part, as follows:

... that preemption claim property and premises consisting of 160 acres of land situate in the county of Yavapai aforesaid and at the base of Bill Williams Mountain on the north side thereof and being about 60 miles in northerly direction from [the] Village of Prescott. The said ranch being one quarter of a mile in width by one mile in length and includes within its boundaries the log house heretofore occupied by the party of the first part, [S. J. Sullivan] corral and wells built and dug by said Sullivan he having occupied the said ranch and premises *for the past five years* [underlining mine].³⁵

The lack of references to Sullivan's presence in the region is unexplained by the records available.³⁶ In May, 1876, he was living in Chino Valley.³⁷ The following July, however, he sold his ranch on the Verde River, at which time he may have moved to the site north of Bill Williams. That would corroborate his statement of 1881.³⁸

Other settlers were within ten or fifteen miles of the Williams site in the late seventies. There was a sheep ranch at Johnson's Canyon, nine or ten miles west. There were settlers to the east near the present Garland Prairie and in Pitman Valley, the latter being perhaps the most populated area. Spring Valley northeast of Williams at the base of Mount Sitgreaves and the southern slopes of Bill Williams Mountain near the present Coleman Lake had a few inhabitants. These other pioneers of the region will be mentioned later in connection with the grazing industries. None seems to have settled in the Bill Williams country prior to 1876. Rogers, who acquired Vinton's portion of the jointure in November, 1878, evidently established a stock ranch there at that time or sometime the following year, and took up permanent residence at the ranch in May, 1880.³⁹

On June 14, 1881, Williams post office was established at Rogers'

³⁵ *Deed Book*, No. 13 (Yavapai County), p. 584.

³⁶ McClintock, *op. cit.*, II, 558, does not include Sullivan's name in a list which recognizes the early settlers in the area. It should be noted that McClintock, citing the Fish Manuscript (See note 10, p. 20) as his source, states it was "John Denton" who accompanied Ball into the Williams area. He does list John Vinton Rogers [sic] as a pioneer in the area. The copy of the Fish Manuscript examined by the writer, however, definitely states that it was "John Vinton." In naming other early inhabitants, Fish, likewise, does not mention Sullivan. Fish, *op. cit.*, p. 578.

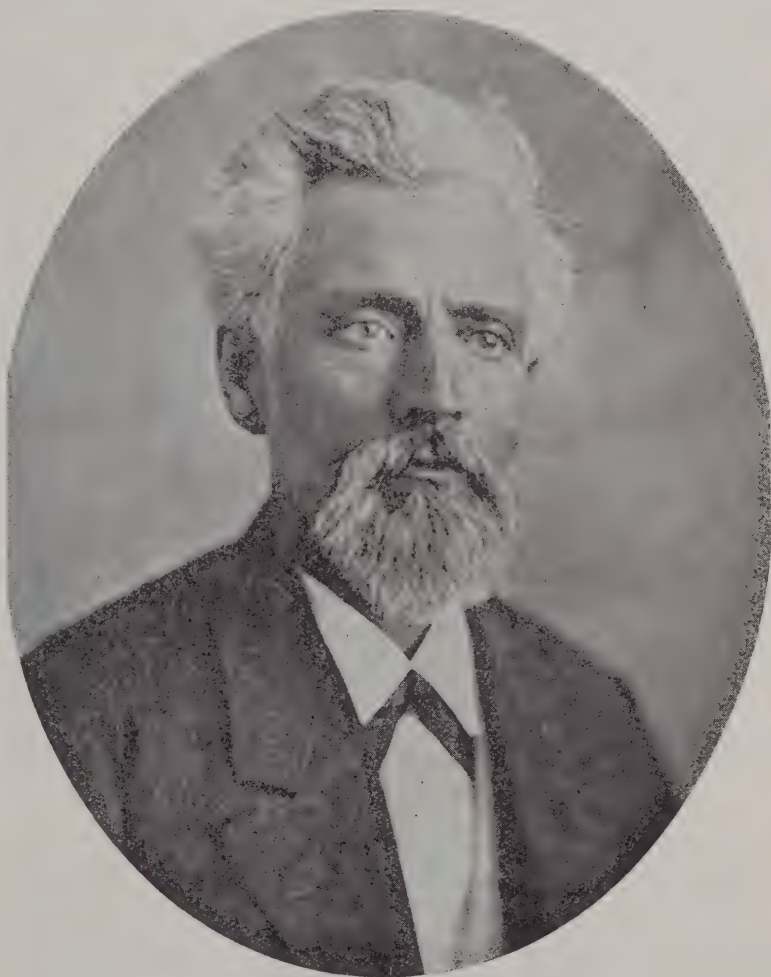
³⁷ *Great Register of Yavapai County for 1876*, p. 39. He was born in Missouri and was twenty-six years old at the time of this registration. He is not to be confused with J. W. "Jerry" Sullivan, a Prescott pioneer, who operated a large cattle ranch in Chino and was a member of the Third State Legislature. See Barnes, *op. cit.*, p. 428.

³⁸ *General Index to Deeds*, No. 1, 1864-1890 (Yavapai County), p. 516; See above, footnote 35.

³⁹ *Weekly Arizona Miner*, April 30, 1880. "C. T. Rogers, who owns a large band of cattle and grazes them in the Bill Williams range, returned home from his cattle camp to-day much pleased over the prospects of good feed for stock this season. Although the past winter has been extremely severe, his herd comes out this spring fat and fine." *Ibid.*, May 7, 1880. "C. T. Rogers has closed his meat shop [in Prescott] and will remove to his stock ranch in the Bill Williams mountain and attend in person to the care of his cattle."

ranch and Rogers was appointed to serve as the first postmaster for the new office.⁴⁰

⁴⁰ Barnes, *op. cit.*, p. 488.



Charles Thomas Rogers, 1827-1903
Founder of Williams. Photograph Taken in 1876.
(Courtesy Sharlot Hall Museum, Prescott)

CHAPTER III

CHARLES T. ROGERS AND THE WILLIAMS TOWNSITE

Charles Thomas Rogers, the founder of Williams, was a native of Freeport, Maine. In 1853, he started for California with his wife, the former Julia Smith of Surrey, Maine, and an infant daughter, Nellie. Rogers was then about twenty-six years of age.¹ The young family stopped at St. Louis and remained there for a year or two before moving on to California. They probably arrived in California in 1855 or 1856. In the latter year, a son, Frank Lansing Rogers, was born.

In California, Rogers, it is said, served as sheriff of Mendocino County for several years. He also engaged in ranching and mining in that region. Interest in the latter occupation apparently led to his appearance in Arizona early in the winter of 1863, when mining activity was increasing in northern Arizona.

Rogers pioneered at Prescott in 1864, and his name appears in the very early mining records of that area.² In 1868, he ran as an independent candidate for recorder of Yavapai County, but was defeated. The *Weekly Arizona Miner* of Prescott stated in August, 1868:

C. T. Rogers, one of the best tempered men we have ever seen, is back again in his old 'sit' at Gray & Co's. store. C. T. came here at an early day, stayed a long time, then took a notion to roam to Wickenburg, La Paz and California, but could not stay away from the pines of Central Arizona. He now, like an (in) sensible man, wants to marry and settle down for life, where the waters of Granite Creek roll down to the sea.³

In 1870, he again assumed an active role in mining as agent for the Big Bug Mill Company, a firm owned in part by L. C. Gray, for whom Rogers had erected and managed the store mentioned above. By the end of that year, however, Rogers had renewed his interest in ranching and in October acquired a ranch in Lower Chino Valley, north of Prescott.⁴ For some time, though, he continued his mining activities in the Big Bug District. In 1871, his name appears for the first time in connection with farming and dairy ranching activities in Chino Valley. This occupied his attention for the next few years.

Rogers sold his ranch in Chino Valley in January, 1874, and by July had opened the "Prescott Market" across from the Plaza on Gurley Street in Prescott.⁵ The firm, C. T. Rogers and Company, announced it was "prepared to furnish the people of Prescott and vicinity with

¹ *Williams News*, October 17, 1903. Rogers was born September 25, 1827. He had worked in a shipyard and later became a successful photographer before he left Maine in 1853—reportedly to seek gold in California. See Appendix A.

² *Ibid.*; *Journal of the Pioneer and Walker Districts, 1863-65*, p. 142.

³ *Weekly Arizona Miner*, August 8, 1868. Rogers gave his marital status as "single" in the Territorial Census of 1864. There is no mention of his wife after he left California, but Rogers listed his marital status as "widowed" in the Federal census of 1880.

⁴ *General Index to Deeds*, No. 1, 1864-1890 (Yavapai County), p. 453. From George Banghart, the pioneer settler in Chino Valley.

⁵ *Ibid.*, p. 452.

excellent beef [and] mutton, wholesale and retail at fair living prices."⁶ Rogers and his partner, Orlando Allen, contracted to supply meats to Fort Whipple and Camp Verde.⁷ By 1877, according to the *Arizona Miner*, "from a small concern these gentlemen, by fair dealing and close attention to business, [became] the largest, by far, meat merchants in Arizona, supplying over 1500 persons, daily, with meat, and of superior quality."⁸

In order that Rogers might devote all his attention to a stock ranch owned by him and Allen in Big Chino Valley, he sold his half interest in the market to William R. Milligan in September, 1877.⁹ Rogers then made his headquarters in Big Chino, where he lived with his son, Frank, who had arrived from California in July of the previous year.

At the beginning of 1878, the farmers and cattlemen in the valley were complaining of a drouth. Numerous reports were circulated of the fine grazing conditions in the Bill Williams Mountain region, and Rogers decided to take part of his herd north to the mountains for fattening. In May, he announced that he had secured a good range east of Snyder's Springs (Holes), which was east and slightly south of Williams, between Bill Williams and the San Francisco mountains.¹⁰ From the latter half of 1878 until October, 1879, the newspapers gave his residence as "the San Francisco mountains."¹¹

The Yavapai County Board of Supervisors had recognized, in August, 1878, the increase of population in the mountain regions north and northeast of Prescott by creating two new precincts. One in the Mogollon area and another at Snyder's Springs. Rogers was appointed justice of the peace in the latter, and for the next year apparently divided his time between the stock ranch in Big Chino and the range north of Bill Williams which he had acquired from John Rogers Vinton.¹²

In October, 1879, he again opened a meat market in Prescott, this time on North Montezuma Street, and two months later started a branch market on South Montezuma, under the management of his son.

Shortly after Rogers was reestablished in Prescott it was revealed that the rejuvenated Atlantic and Pacific Railroad Company was going

⁶ *Weekly Arizona Miner*, December 31, 1874.

⁷ *Ibid.*, May 19, 1876. Allen, too, was an 1864 pioneer of Prescott and a young man of some importance in early Prescott. He was postmaster just prior to entering into partnership with Rogers.

⁸ *Ibid.*, January 19, 1877.

⁹ *Ibid.*, September 7, 1877.

¹⁰ *Arizona Enterprise*, May 1, 1878; *Minutes of the Board of Supervisors*, April, 1879-June, 1885 (Yavapai County). See Appendix B for derivation of spring name and location.

¹¹ *Weekly Arizona Miner*, July 18, 1879. The exact location is not revealed but obviously he was in the general region of the present Chalender Station and Williams. See above, p. 22, footnote 21.

¹² *Ibid.*, August 23, 1878. The minutes of the board of supervisors, however, stated that James Dow was appointed.

to build its line along the thirty-fifth parallel route. The general opinion was that the road would run north of Bill Williams Mountain, although there was still some hope in Prescott that the line would pass farther south, perhaps through Prescott. A preliminary reconnaissance early in 1880 by engineer Lewis Kingman, however, established that the former route would be adopted, and in April it was reported that:

Many of the most valuable watering places, cattle ranges and timber claims are being taken up in the vicinity of the Bill Williams and San Francisco mountains, near the line of the 35th parallel route. . . . [and] there no longer exists a doubt in the mind of any intelligent man but what the A. P. will cross Arizona within the next eighteen months.¹³

On April 30, Rogers returned from a visit to his range north of Bill Williams and within a week closed his market to return north to "attend to his cattle in person." Rogers evidently had decided to capitalize on the railroad then about to be built through the area. According to some accounts, he established residence at his stock ranch on the site of Williams in May, 1880, but he later claimed he established his home there in November, 1878, when he purchased the ranch from John Rogers Vinton.¹⁴ Since he had again opened a market in Prescott in 1879, it is obvious that Rogers must have been alternating his residence between the two places. That Rogers had at least placed his stock upon that range prior to February 25, 1880, is evidenced by a complaint filed against him on that date for taxes on 160 acres "at [the] north side at the foot of Bill Williams mountain," known as "C. T. Rogers Stock Ranch."¹⁵

After April, 1880, the records reveal practically nothing of the actions of Rogers until, as stated before, he was appointed postmaster of the newly established office of Williams on the route of the Atlantic and Pacific Railroad.¹⁶ Rogers had, it would almost seem, forseen and acted in line with the suggestion made a few months later by the *Weekly Arizona Miner*:

. . . the settling of lands along the line of the [railroad] survey by our citizens would be most wise and evidently result in great benefits. It would cost comparatively little to secure a prize and now is the proper time to act. There are very many desirable timber and agricultural claims in Northern Arizona, immediately on or near the line of the road that might, just as well, fall into the hands of persons who have extended a ready hand in the development and settlement of this section of Arizona, as to be acquired by those who follow railroads and gobble up everything desirable, without having acquired any considerable claim or right to do so.¹⁷

¹³ *Weekly Arizona Miner*, April 2, 1880. An earlier survey of the route for the Atlantic and Pacific Railroad through this region, in September, 1871, had passed approximately by the site of Williams. The Kingman survey party had camped within several miles of C. T. Rogers' cabin late in September, 1880, (at John Rogers Vinton's ranch).

¹⁴ *Ibid.*, May 7, 1880.

¹⁵ *County of Yavapai v. C. T. Rogers* (Case No. 786), Third Judicial District, Arizona. Rogers had also defaulted tax payment upon 330 head of stock cattle, 40 head of calves, 2 horses, and 2 wagons.

¹⁶ See above, p. 24.

¹⁷ *Weekly Arizona Miner*, August 11, 1880.

Timber and agricultural claims, however, were evidently not what Rogers had in mind. His later actions indicate that he may already have been hoping to profit through the establishment of a townsite and subsequent sale of lots therein.

The name "Williams" does not seem to have been applied to the site of Rogers' ranch prior to the establishment of the post office, and there is no record of who selected the name for the new village. It was, of course, quite natural that it should derive its name from the mountain which loomed so impressively a short distance to the south. Its initial establishment can be attributed chiefly to three factors: the influx of settlers, mainly sheep and cattle ranchers; the imminent arrival of the railroad; and the ambition of Rogers, who, although by no means the only one, was probably the chief advocate for establishment of the office. Contrary to the claim of at least one writer that "the railroad gave new life to some of the older towns [in northern Arizona] . . . such as Williams which had been settled in the late 1870's."¹⁸ Rogers was probably the only resident until the post office was established in the middle of 1881, and there are some indications that the place hardly warranted the name "town" until early in 1882. It was evidently the latter part of that year before the incipient town experienced the rapid growth so characteristic of railroad, cattle, or lumber towns in that period.

In April, 1882, the *Prescott Courier*, in an item noting the growth of Williams, called Rogers the "patriarch" of the new town. Four months later the *Courier* reported:

. . . Frank Rogers, son of the proprietor of the townsite of Williams on the A. & P. railroad, is in Prescott. He tells us that streets are being laid off, that lots are in demand and houses are going up. The townsite is a good one, perched in a good looking range of mountains.¹⁹

Rogers was again called the "founder and owner" of Williams in September.²⁰ He had already leased many lots and a building boom was started. It was reported a few days later, however, that John F. Scott was a rival for the title to the townsite. Rogers commenced legal proceedings against Scott the same month.

Unfortunately for Rogers, the land which he considered as his ranch embraced portions of several sections of the township as later surveyed by the government in 1883. As chance would have it, the southern extremity of his ranch, upon which he settled, lay within section thirty-three, while the northern portion fell within section

¹⁸ Roderick Peattie, (ed.). *The Inverted Mountains: Canyons of the West*, p. 143.

¹⁹ *Prescott Weekly Courier*, August 26, 1882.

²⁰ *Ibid.*, September 9, 1882. Although this article states that Rogers claimed to have the land "covered with Sioux scrip," the General Land Office records do not substantiate this. This was a legal scrip, however. M. Moore to J. R. Fuchs, October 19, 1951.

twenty-eight²¹ Rogers claimed in 1882 that he had previously surveyed and platted a townsite on his ranch. It was surveyed south of the railroad tracks and evidently lay almost entirely within section thirty-three, with the possible exception of the northeast extremity.²² While ill-defined at first, in the absence of a township survey, the tract contested by Rogers and Scott was later designated as the eighty acres comprising the south half of the southwest quarter of section twenty-eight, Township twenty-two North, Range two East. This, with the exception of a small area on the southeast corner of the tract, lies north of the railroad tracks. Hence, they were not contesting for the Williams townsite but for land adjacent.

This litigation was the beginning of Rogers' attempt to establish legal claim to the land received from John Rogers Vinton nearly four years before.

Rogers, it will be remembered, had traded or purchased from Vinton in 1878, Vinton's share of the unsurveyed lands settled jointly with Sam Ball sometime in 1876. Ball had sold the possessory right to his part of the jointure to John Scott in October, 1880.²³ Rogers and Scott, according to government land records, settled upon their tracts in 1878 and 1881 respectively. The boundaries of the several tracts were naturally indefinite in view of the unsurveyed status of the land. Rogers

²¹ In the complaint filed by Rogers (*Rogers v. Scott*, Case No. 1053, Third Judicial District, Arizona.) On September 13, 1882, he described the metes and bounds of his ranch as follows: "Commencing at Station No. 5044+555 of the Atlantic and Pacific Rail Road survey running thence due south one hundred and fourteen (114) feet to a stake at the southwest corner; thence due East two thousand six hundred and forty (2640) feet to a stake at the south East corner; thence due north two thousand six hundred and forty (2640) feet to a stake at the northeast corner, thence due West two thousand six hundred and forty (2640) feet to a stake at the Northwest corner, thence due south two thousand five hundred and twenty-six (2526) feet to the place of beginning; containing one hundred and sixty (160) acres." Actually, his ranch, as he had it surveyed, included small portions of sections twenty-nine and thirty-two, in addition to the sections mentioned above.

²² *C. T. Rogers v. Luther Wilson, et. al.* (Case No. 1063), Third Judicial District, Arizona. His townsite was apparently surveyed with the avenues running due east and west, contrary to the later railroad townsite survey which surveyed the avenues approximately parallel to the railroad. The *Williams News* (February 18, 1905) stated: "In the destruction of this property by fire Williams loses one of her oldest land marks. One of the buildings was erected by Chas. Rogers, when the town was yet in its infancy, and it was the only house in the city having the distinction of standing square with the compass." The house was at the corner of Bill Williams Avenue and Fifth Street. There is a widely known story in Williams today of how many of the houses and business places were found to be in the middle of streets when the railroad made the townsite survey in 1888.

²³ T. J. Anderson to Register and Receiver (of the Prescott District Land Office), May 7, 1888; *Jane A. Scott v. John F. Scott* (Case No. 1283), Third Judicial District, Arizona. "[I] bought the possessory right [and] filed upon said land at once upon its becoming subject to preemption claim." Scott had been with the Kingman survey party when it was in the Bill Williams Mountain Country in August and September, 1880. *Weekly Arizona Miner*, September 10, 1880.

claimed that in 1880 and prior to the appearance of Scott in the vicinity, he had cultivated this land, enclosed all or part of it, and had a private survey made to determine the probable government lines. He said Scott "agreed to a line of delimitation at that time."²⁴ Neither of the two had initially settled upon the specific tract in question; each apparently felt it lay within the bounds of his purchase. When, in 1882,²⁵ Scott moved upon the contested land, Rogers instituted the previously mentioned lawsuit against him, claiming it to be part of his ranch acquired from Vinton on November 5, 1878.²⁶ At this time, Scott claimed that he was entitled to the land by prior claim or preemption. In 1885, however, it was reported Scott had said he "found Mr. Rogers trying to hold too many claims . . . [and] squatted upon one of them, which he has improved."²⁷ After several continuances of the case, which delayed a final hearing until June, 1883, Scott filed a stipulation to dismiss the case on the grounds that the district court had no jurisdiction.²⁸ The case was then referred to the General Land Office for adjudication. While he awaited action there, Scott filed a preemption declaratory statement on the entire quarter section. This was on April 14, 1884, a week after the official plat of the government survey—which had been made in the fall of 1883—was filed in the land office. Rogers filed a homestead entry on the south half (eighty acres) of the same quarter section, but not until July 19. This was almost two weeks past the deadline for such action, inasmuch as the law stipulated that a claim must be submitted within three months after the official survey plat is filed. Thus, Rogers failed to protect his homestead rights.²⁹ A hearing of the case, however, was held before the two officials of the land office in Prescott. They rendered dissenting opinions which were appealed by both Rogers and Scott, although at this trial Rogers testified that he "had neither resided upon nor improved the land in controversy."³⁰ This was in January, 1885. In July, Scott relinquished his claim, evidently to oust his wife from the land, because she was divorcing him. The General Land Office in Washington reviewed the case in July, 1886, and ordered a rehearing. Both Rogers and Scott failed to appear at

²⁴ *Rogers v. Scott* (Case No. 1053), Third Judicial District, Arizona.

²⁵ Rogers said on July 20, 1882. *Ibid.*

²⁶ Rogers asked for ejectment of Scott, \$1,000 damages, and rent at \$500 per month from July 20, 1882 on.

²⁷ *Arizona Mining Index*, February 21, 1885.

²⁸ The list of witnesses called by the defendant and plaintiff for the various hearings is practically a roll of the pioneers of that area. Included were: Samuel M. Ball, John R. Vinton, James Dow, Nehemiah McCollum, Henry Lyons, James M. Sanford, W. A. Harvey, William Mundy, James Davenport and Luther Wilson.

²⁹ Anderson to Register and Receiver, May 7, 1888. The official plat of survey was filed April 7, 1884; Scott filed his declaratory statement on April 14, and Rogers made his homestead entry on July 19, 1884. "Rogers, filed his affidavit of contest as to the S½ SW¼ of said section [sec. 28, T. 22 N., R. 2 E.] which was covered by his homestead entry, No. 286, made July 19, 1884, more than three months after the official plat of survey had been filed."

³⁰ *Ibid.* Cf. above, p. 30.

this rehearing, which was held in Prescott in September.³¹ Jane A. Scott, the latter's wife, appeared, however, and submitted evidence to show that she had been divorced from Scott and the land had been awarded to her as alimony. She had previously enjoined her husband from relinquishing the claim, and the land officials in Prescott recognized her injunction as legal. They recommended that she be subrogated to all the rights of her former husband in the land controversy. Rogers did not appeal this decision nor did Scott. An official in Washington, who again reviewed the case, dissented from the opinion of the Prescott agents and permitted Scott's relinquishment to stand. Since Rogers had not appealed the decision and abandoned his case by failing to appear at the second trial, his entry was cancelled.³² Rogers, thus, in 1888 was denied this portion of the ranch to which he claimed he had acquired legal title from John Rogers Vinton ten years before. The right then to enter the land was granted to the heirs of Jane Scott, who had died the previous year.³³ On July 7, 1888, a final (cash) certificate was issued to the administrator of the estate in the name of the heirs. This quarter section of land was included within the corporate limits when Williams was incorporated in 1901. A portion of it is today known as the Scott Addition to Williams.

Although the General Land Office did not render the final decision in the Rogers-Scott controversy until May 7, 1888, Rogers had apparently given up his claim of title to that portion of his ranch by September, 1886, when he failed to appear for the second hearing in Prescott.³⁴ He no doubt realized he had seriously erred when he failed to file on the claim within three months after the plat of survey had been deposited in the land office in Washington. Perhaps it was not entirely within his power to do so. The survey had been made in the

³¹ Scott seems to have dropped entirely out of sight after filing the relinquishment of his claim on July 27, 1885. The *Courier* had stated in May of that year: "J. F. Scott—ex-Justice of the Peace, late Republican candidate for Probate Judge of this county, often it is asserted, having quarreled with his wife, committed forgery and almost every other crime. As Justice of the Peace, he charged, the country for 'cases' of which nobody ever heard. He also forged Constable Bass' name. To come to a point, he forged right and left, has cheated the county out of about \$300 and gone the Lord knows where. . . . What hurts us most is that this sly, devilish sly Republican gent has mulcted the *Courier* to the tune of about \$40, for blanks, etc." *Prescott Weekly Courier* as quoted in the *Arizona Champion*, May 16, 1885.

³² Other reasons for the cancellations were that Rogers "had testified at the first trial [before the land office] . . . that he had neither resided upon nor improved the land in controversy" and (as we have seen) failed to protect his rights by making his entry within three months after the official plat of the survey was filed. Anderson to Register and Receiver, May 7, 1888.

³³ The heirs were her four minor children, for whom James M. Sanford, administrator of the Scott estate, was appointed guardian.

³⁴ For the facts of the Rogers-Scott controversy the writer has relied mainly upon the review of the case in a letter from the Assistant Commissioner of the General Land Office (in 1888) to the land office officials at Prescott. (See above, p. 30, footnote 23). He apparently had all the records—most of which are no longer available—and it is evidently the most reliable account.

fall of 1883, at which time Rogers was in Albuquerque, where he had again acquired a meat market. The survey plat was filed April 7, 1884. Not until late June that year did Rogers rent his store in Albuquerque and leave for his ranch at Williams.³⁵ It appears quite plausible that Rogers may not have learned of the survey until then. His entry papers, as noted above, were submitted very soon thereafter but too late to comply with the law.³⁶ Although he lost his claim, Rogers still maintained he had title to the land in section thirty-three upon which the official townsite of Williams was later surveyed by the railroad.

In October, 1882, shortly after he had commenced proceedings against Scott, Rogers instituted a suit against Luther Wilson and his partner, John A. McCracken, for a piece of property on the townsite.³⁷ Rogers claimed he had surveyed and platted part of his ranch for a townsite and reserved a certain portion of that for a "corral grain and feed lot."³⁸ He charged that Wilson and McCracken had "squatted" upon his property. The jury, however, ruled in favor of the defendants. Rogers asked for a new trial, claiming that the judge had erred in instructing the jury as to what constituted actual possession and in regard to the nature of town lots. His motion was denied, however, and a subsequent appeal was dismissed on January 15, 1884. Hence, this test as to the validity of Rogers' claim to a portion of the ranch acquired from Vinton ended adversely for him. Then, after his abandonment of the claims against Scott, Rogers was left with but one hope to salvage for his own use and benefit a portion of his ranch obtained in 1878—and that was a dubious one. Actually, the blow to that claim had been dealt when the township survey in 1883 determined that that portion of Rogers' ranch lay within an odd-numbered section. Under the land grant provisions of its charter from Congress the Atlantic and Pacific Railroad Company had first claim to the odd-numbered sections within fifty miles on each side of the railroad route.³⁹ The lands were withdrawn from settlement and the railroad's claim dated from the time the map of the proposed route was filed with the Secretary of the Interior. In Arizona, claims to any of these sections entered after March 12, 1872, were considered invalid.⁴⁰ As mentioned before, the railroad received

³⁵ *Arizona Champion*, June 21, 1884.

³⁶ Although Rogers appealed (as had Scott) when the officials in Prescott rendered dissenting opinions in January, 1885, he may have decided to abandon the claim when the Scott domestic troubles ended in a divorce for Mrs. Scott and she was left with the care of four small children. Her divorce decree from Scott was final on July 31, 1886, and both Rogers and Scott then defaulted at the hearing of September 6.

³⁷ *C. T. Rogers v. Luther Wilson, et. al.* (Case No. 1063), Third Judicial District, Arizona.

³⁸ Unfortunately, the records of this survey and the town plat now seem to have disappeared.

³⁹ Forty miles on each side of the right-of-way plus an additional ten miles on each side from which the company might select in lieu of sections previously alienated by the government within the forty mile limits. *U.S. Statutes at Large*, XIV, 294-295 (1865-1867); *Prescott Weekly Courier*, April 15, 1882.

⁴⁰ *Prescott Weekly Courier*, April 15, 1882.

the section as part of their grant and had the townsite of the already well-established Williams surveyed and platted on the northwest quarter in 1888.⁴¹ Finally, in 1891, the railroad brought suit against Rogers and the other claimants. It asked that the defendants claim to title in fee to the section be declared invalid.⁴² The case records which remain reveal little about the prosecution of the case. Indicative that Rogers may have decided to accept the inevitable, his only plea, apparently, was that the facts in the case as stated by the railroad did not constitute a cause of action against him or the other defendants, and he asked that the court costs be paid.⁴³ Nevertheless, in a ruling dated March 23, 1892, the defendants were deprived of all claim to the section with the exception of five lots in the townsite as surveyed for the railroad company. Thus, in a series of litigations which lasted almost ten years—from September, 1882 until March, 1892—Rogers, “the founder and owner of Williams,” saw his holdings shrink from the original ranch of 160 acres to a few town lots on the south side of Bill Williams Avenue.⁴⁴

⁴¹ Appendix C.

⁴² *A. & P. Railroad Company v. Charles T. Rogers, et. al.* (Case No. 12), Fourth Judicial District, Arizona. The other defendants were: Frank L. Rogers, Nellie R. Stone (Rogers' daughter), Henry J. Stone (his son-in-law), and J. W. Benham (a pioneer rancher in the section). Frank Rogers and Benham made separate answer and disclaimed title to the land.

⁴³ *Ibid.*

⁴⁴ The defendants were awarded lot number 1, block four, lots 9, 10, 11, and 12, block five, and lot 16 in block thirteen.

CHAPTER IV

FORMATIVE YEARS, 1881-1890

After the establishment of Williams post office the place evidently experienced little growth as a town until the following year. The newspapers of the day mention only a few other inhabitants of the townsite of Williams until well into 1882. There were numerous pioneer ranchers in the general region who contributed to the economy of Williams and no doubt used the town as headquarters, but the vast majority of the population was evidently railroad workers. By the early part of 1882, W. Z. Wilson and his partner, Alvin Haskell, had their sawmill in operation on the ranch formerly owned by John Rogers Vinton, several miles southwest of Williams. Undoubtedly some of the mill employees resided in Williams. Wilson was there himself until the mill was removed late in 1882. Haskell and his wife evidently spent part of the summer of 1882 at the ranch he purchased from Vinton the previous year, but they took up residence in Prescott again in July. Construction crews were at work on Simms' tunnel in Johnson's Canyon (about nine miles west of Williams) and on the roadbed near Williams by April, 1882.¹ This undoubtedly swelled the population of the new town. From the time the railroad reached Williams, on September 1, 1882, until the railroad division point was removed, at the end of 1883, the population of the town evidently increased steadily. The removal of the division, however, precipitated an exodus of railroad personnel.

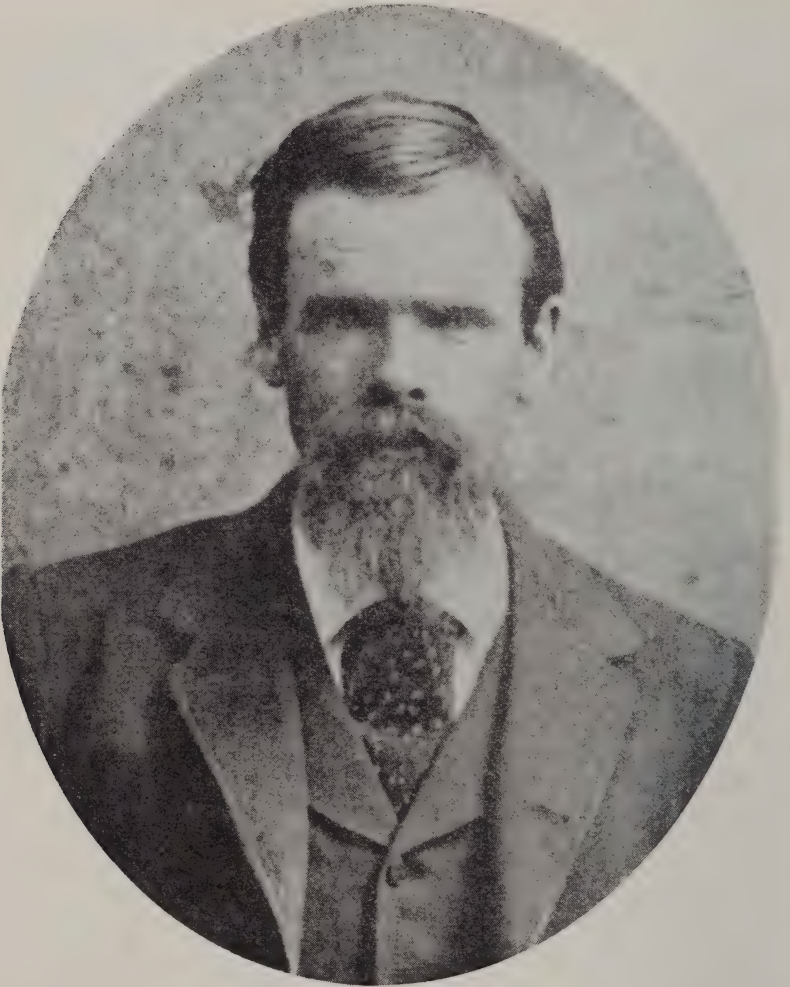
Reliable population statistics are not available for Williams in these early years and the figures which are available only show the diversity of opinion in regard to the size of the town in the eighties. A business directory printed in 1884 gave Williams a population of 35.² *The Great Register of Yavapai County for 1882* contains the names of about 260 eligible voters who listed Williams as their local residence. Of course, this meant simply that they had registered in that precinct and not necessarily that they were residents of Williams.³ In any event, an estimate of population based on voting registration could hardly be more than a guess. The count of 35 published in 1884, however, seems low if one accepts a statement made a week after the railroad reached Williams in 1882, that there were then about 50 houses in Williams.⁴ On the other hand, if the count were taken after the exodus of the railroad personnel in early 1884, then there is some basis for accepting it as valid. The number of business establishments listed in an account of a fire in 1884, however, casts further doubt upon

¹ After J. T. Simms, the contractor who built the tunnel.

² *Colorado, New Mexico, Utah, Nevada, Wyoming, and Arizona Gazetteer and Business Directory*, 1884, p. 619. Hereafter cited *Arizona Gazetteer*.

³ *Great Register of Yavapai County for 1882*. It is interesting to note, however, that of the 1,328 persons listed for Williams precinct in 1910, there were only 61 living outside the limits of the town. U.S. Bureau of the Census, *Thirteenth Census of the United States: 1910*, II, 71.

⁴ *Prescott Weekly Courier*, September 9, 1882.



Cormick E. Boyce
Pioneer Merchant, Builder and Cattleman. In 1887.
(*Courtesy Jesse L. Boyce, Williams*)

the figure.⁵ While this figure seems too low, there were also exceedingly optimistic estimates, such as the one published in the *Albuquerque Review* in December, 1882, which credited Williams with a population of 1,500.⁶ In 1889, a report on Arizona Territory showed a total of 250 persons for Williams.⁷ The federal census, taken the following year, however, indicated that only 199 individuals resided within the town.⁸ The foregoing only illustrates, perhaps, that any statements as to the population of Williams prior to the census of 1890, should be viewed with due reserve. Perhaps the best estimate of all in those early days was provided by a resident of Prescott, who was "listing the inhabitants of the San Francisco and Bill Williams mountains" in May, 1882. He said, simply: "The woods are full of them."⁹

It had been predicted early in 1881 that the railroad track would reach Bill Williams Mountain by July 1.¹⁰ The bridging of Canyon Diablo east of Flagstaff had delayed the track laying, but, as mentioned above, work near Williams had been pushed ahead. At Johnson's Canyon a construction town mushroomed, which by May, 1882, boasted two stores and several saloons.¹¹ The nearest post office for the people at Simms, as the camp at Johnson's Canyon was called, was at "Williams, (Rogers' ranch), ten miles east."¹² This camp is of interest here because Rogers established a store there in June, 1882, and also since it was a stop on the Williams-Prescott stage line that year. The fact that a writer, in June, 1882, felt it necessary to identify Williams by association with "Rogers' ranch" might indicate that the settlement there even a year after the post office was established hardly was of the size some claimed. It is also of interest to note that water was hauled from Williams to supply the camp at Johnson's Canyon—one of the few instances in the history of Williams of water being exported rather than imported. The people at Simms, incidentally, were annoyed by the fact that their mail, routed through Prescott, went first to Williams and then back to Simms, although the stage stopped first at the latter point. Simms's camp no doubt exceeded Williams in size for a brief period, but it never became more than a railroad construction camp, and after the

⁵ Over a dozen enterprises were mentioned. See below, p. 43.

⁶ *Albuquerque Review*, quoted in *Prescott Weekly Courier*, December 16, 1882.

⁷ *Bradstreet's Reports of Arizona Territory*, p. 36.

⁸ U.S. Census Office, *Eleventh Census of the United States: 1890, Population*, XV, 60.

⁹ *Prescott Weekly Courier*, May 13, 1882.

¹⁰ *Arizona Democrat*, March 18, 1881.

¹¹ *Prescott Weekly Courier*, May 6, 1882. The stores were owned by J. T. Simms and John Price, railroad construction contractors. A month later there were three stores and as many saloons. C. T. Rogers had established a store there, and incidentally, Price had sold out to a "Mr. Bogart, of Chicago." *Ibid.*, June 16, 1882.

¹² *Ibid.*, May 13, 1882.

work was completed there, late in 1882, it is mentioned no more.¹³ The stage line, which ran north to that place from Prescott and then turned east to Williams, was an interesting feature of the very early history of Williams.

In April, 1882, the Co-Operative Stage Company commenced carrying passengers and mail to Simms and "Williams Post-Office" from Prescott. This was the first stage line to offer service between Prescott and Williams.¹⁴ The company advertised: "This is no buck-board line—Good Coaches and Careful Drivers is the motto of this Company. No Indians on this route!"¹⁵ After less than three months operation, however, the property of this line, on account of financial difficulties, had been attached by the sheriff, and on July 1, another line, inaugurated by a well-established stage outfit in Arizona—Gilmer, Salisbury and Company—commenced carrying passengers and mail over the same route.¹⁶ For a brief period there were two stages through Williams. Gilmer, Salisbury and Company's, known as the Stewart Line, after its manager, James Stewart, and another owned by L. C. Palmer of Prescott, called the Palmer Line. Palmer's ran from the end of the track to Flagstaff and then to Prescott by way of Williams and Simms.¹⁷ Palmer operated his conveyances between Flagstaff and Prescott only from about June or July, 1882 until August when he sold out

¹³ The opportunities for those who followed the railroad were evidently exceptional at Simms due to the prolonged period of construction needed to complete the tunnel and two bridges near there.

¹⁴ *Prescott Weekly Courier*, April 4, 1882. The line, more specifically, was the Atlantic and Pacific and Prescott Stage Line of the Co-Operative Mail and Passenger Transportation Company of Washington, D.C. A. E. Boone was the general manager at Washington and Major G. W. Ingalls was the local agent with office in Prescott. The company charged fifteen dollars for a round trip to Simms tunnel (Johnson's Canyon) and offered "a reduction of one-fourth on tickets between Prescott and William's Postoffice, Pittman and Parker's Mills." Stops between Prescott and Williams were at Chino and Hell Canyon station, according to one published itinerary.

¹⁵ *Ibid.*, June 17, 1882.

¹⁶ *Ibid.*, June 1, 1882. Gilmer, Salisbury (sometimes "Saulsbury") and Company had the mail contract on the Black Canyon Stage Line, which ran from Prescott to Phoenix—an important stage line in the early history of those two cities.

¹⁷ The Palmer Line for several weeks (in the beginning) ran from the end of the track to Flagstaff and then South to Prescott by another route, but on July 29, 1882, after the Stewart Line had started, Palmer routed his stages through Williams. Palmer's stages, like those of Stewart, ran three times a week. Those interested in Arizona place names should note that on the itinerary of Palmer's route was "Pamela (or Pittman)." Barnes (*op. cit.*, p. 316) was unable to locate Pamela, although he indicated that it might be near Prescott. In Pitman Valley, as the itinerary indicates, Pamela was about nine miles east of Williams, and about fifty-five miles northeast of Prescott. Fernando Nellis, a prominent citizen in Williams after 1884, was first and only postmaster of Pamela. Barnes says: "P.O. by this name established November 28, 1881. . . . Unknown today." Nellis, twenty-five years later, stated: "I . . . went to Pitman Valley and went into business there. I was postmaster until the office was discontinued, then in 1884 I came to Williams." *Williams News*, October 6, 1906.

to Stewart.¹⁸ The latter continued to run his stages to Flagstaff until the Atlantic and Pacific Railroad reached Williams on September 1, 1882, at which time Stewart made that point the line's eastern terminus.

As might be expected, the stage and wagon roads to Williams were rough, full of rocks, and, in rainy weather, often impassable. Even before the railroad had reached Williams the citizens of Prescott had started to agitate for road improvements, as they knew those roads would be their link with the railroad. The *Prescott Weekly Courier* noted:

. . . A few days ago portions of the road leading from Prescott to the A. P. railroad between this town and Chino, were in bad plight. . . . Beyond, towards Williams there are in the road many bad places on which repairs are much needed [and] as most of the freight that will hereafter be brought to this country will be hauled over this road, its bad places ought to be made better.¹⁹

The public demanded better service to the railroad by Stewart's stage line and a more convenient freight and passenger terminal on the railroad "at some point west of Williams." Behind the demands for the new stop, however, were the wagon freighters and the stage men themselves, who wished to avoid the longer trip to Williams. They urged the merchants to agitate for the additional stop on the Atlantic and Pacific Railroad. But for this agitation, Williams might have remained the chief distribution point to Prescott and vicinity. Many felt this was imperative if Williams were to continue to grow.

The railroad company evidently reacted to the pressure, however, and in October, 1882, announced that freight would soon be landed at the second siding west of Williams.²⁰ By November passengers and freight were landed at Ash Fork, the new station, and Stewart had already made that place the new terminus of his stage line, replacing Williams. The trip from Prescott to Ash Fork was then made by way of Little and Big Chino valleys. The *Courier* optimistically commented: "This does away with rough roads and brings us nearer the iron horse."²¹

Besides the loss of the direct stage service to Prescott, the establishment of a train stop at Ash Fork resulted in the removal of another pioneer commercial enterprise from Williams. A forwarding and commission business had been established in Williams by Henry Goldwater in September, shortly after the railroad arrived.²² Goldwater advertised in the *Courier* that he would forward with "correctness and despatch" to any point south and west of the railroad terminus. As soon as the station at Ash Fork was established, Goldwater moved his business to that place.

Rogers had started a similar service in Williams by November—

¹⁸ The last Palmer stages left for the railroad from Prescott on August 19, 1882. *Prescott Weekly Courier*, August 19, 1882.

¹⁹ *Ibid.*, September 2, 1882.

²⁰ *Ibid.*, October 7, 1882. It was to be at a place named "Ash Canyon," said the *Courier*.

²¹ *Ibid.*, November 25, 1882. The last trip from Williams to Prescott was probably made on November 24, 1882.

²² *Arizona Sentinel*, September 19, 1882. Henry Goldwater was the son of Michael Goldwater, well known merchant of Ehrenberg and Prescott in those days.

probably prior to the creation of the new stop—and, with his usual capacity for taking in more territory, offered to forward to "all points."²³ He had a general store in conjunction with his forwarding agency. It is difficult to determine just when Rogers opened his store in Williams, and the honor of being the first merchant there has been accorded to a number of individuals.

In June, 1882, as mentioned before, Rogers had started a store at Johnson's Canyon and it seems probable that this was a branch of one already established at Williams, although there is no proof that such was the case. At any rate, it seems likely that he had a store at Williams prior to November, 1882, and that the forwarding agency was an added service offered by him when the railroad reached there.

A "Mr. Berry" has been called "the pioneer storekeeper of Bill Williams Mountain"²⁴ and of Williams.²⁵ His store, however, was, early in 1882, at Wilson's sawmill, southwest of town. He was there, it is said, until the mill settlement moved to Williams, which was late in 1882, after Williams was reached by the railroad. Rogers—and others—had started stores at Williams prior to that time. One contemporary account claims the "Berry Brothers" operated a privately owned commissary at the sawmill.²⁶ There is, however, no mention of a brother in the early accounts.

There was another pioneer of Williams who had been credited with being the pioneer merchant of the town. This was Cormick E. Boyce, who came to the Williams area in 1881. An article in the *Williams News* in 1938 stated:

C. E. Boyce who was destined to become the community's largest builder, had an eye on Williams, although at the time he had already established a mercantile store out at Chalender. He came in with the railroad, and for a time ran general merchandise stores in both towns. Mr. Boyce set up as his first store in a tent, while he put up a galvanized building just north of the present Williams Billiard Parlor at the corner of Second Street and Railroad Avenue. He later put up a building across the street, the building now occupied by the billiard parlor.²⁷

Moreover, McClintock, who claims that Harry H. Scorse, a pioneer of 1878 at Holbrook, Arizona, "had a branch store at the Rogers ranch on the site of Williams," in 1882,²⁸ says Scorse and C. E. Boyce were

²³ *Prescott Weekly Courier*, November 18, 1882.

²⁴ *Ibid.*, June 3, 1882. Perhaps William A. Berry, whose name appears in the *Great Register of Yavapai County* for 1882, as a citizen of Williams. "Berry and Stevens" had a saloon in Williams in 1886. *Arizona Champion*, May 22, 1886. "D. W. Berry et. al." acquired a saloon from Thomas G. Norris (half interest) and C. E. Boyce (half interest) on May 4, 1886 and October 19, 1886, respectively. *General Index to Deeds*, No. 1, 1864-1890 (Yavapai County), p. 49.

²⁵ *Williams News*, December 1, 1938.

²⁶ *Ibid.* "Berry" was later a delegate to the Democratic county convention and again the various articles referred only to "Mr. Berry." *Prescott Weekly Courier*, July 29, 1882.

²⁷ *Williams News*, December 1, 1938; F. E. Wells to J. R. Fuchs, December 5, 1951. Wells, who personally knew Boyce, claims that Boyce had the only store in Williams when the railroad arrived.

²⁸ McClintock, *op. cit.*, II, p. 555.

pioneer business men there "about the time of the railroad's arrival."²⁹ This statement—which, incidentally, is the only reference to Scorse's being at Williams—implies that Boyce was there by September, 1882. Boyce, who freighted for the Atlantic and Pacific Railroad when it was being built through the region, may have arrived in Williams in 1881, according to his son. Jesse L. Boyce, however, says Rogers had the first store.³⁰ Rogers was still running a store in Williams in September, 1883, and the account of the fire, which destroyed much of Williams in 1884, mentions both the Rogers store and post office and Boyce's store.³¹ An item appears in a business directory for 1882, which shows that Boyce was then selling saddles and harnesses at Pamela.³² There are also indications that Boyce first opened a meat market and then later expanded into a general merchandise business. An essay on the early history of Williams read at the graduation exercises of the Williams Public School in 1911 may be closest to the truth:

The first business house was a log store put up by C. T. Rogers in 1882. Mr. Boyce started a meat market about the same time and afterwards enlarged it into a general store.³³

Rogers had apparently retired from the mercantile trade by 1886, and Boyce, in March, 1886, purchased C. T. Rogers' "old store building" and moved it "opposite the depot near the railroad tract," where he occupied it with an enlarged stock of goods.³⁴

Although Boyce may not have had the first store in Williams, he soon became one of the town's principal merchants and perhaps its most respected citizen. Many of the store buildings and residences in the

²⁹ *Ibid.*, p. 558.

³⁰ Jesse L. Boyce to J. R. Fuchs, November 3, 1951. Jesse Boyce states: "Charles T. Rogers had the first store. . . . My father . . . bought Rogers' store. . . . Strange I never asked Father when he came to Williams and no one here can tell me. He was freighting—teams—for [the] Atlantic and Pacific Railroad so it must have been 1881." Boyce undoubtedly has reference to his father's purchase of Rogers' store building.

³¹ *Arizona Champion*, July 12, 1884. It is not known whether Rogers closed his store in Williams during the time he was living in Albuquerque. Perhaps his son continued the business. Both Rogers and Boyce were fortunate in that their stores escaped the conflagration, although Boyce lost several other buildings.

³² *McKenney's Business Directory of the Principal Towns of Central and Southern California, Arizona, New Mexico, Southern Colorado and Kansas, 1862-83*, hereafter cited as *McKenney's Business Directory*. H. L. Harris, who was appointed the first postmaster of Chalender on May 2, 1883, is listed under Pamela as a dealer in "liquors." This indicates, perhaps, that Chalender and Pamela were very near or the same site. Both were definitely in Pitman Valley and about nine miles east of Williams by early stage lines. An itinerary for Palmer's Stage Line published in the *Prescott Weekly Courier* on July 29, 1882, listed the stop east of Williams as "Pamela (or Pittman)." The following week, on August 5, 1882, it showed the stop as "Pittman or Challender." Post Office records show that the Pamela post office was discontinued on April 27, 1883, and the Chalender office established less than a week later, on May 2, 1883. V. R. Gondos to J. R. Fuchs, January 17, 1952. This seems to indicate Pamela and Chalender were different. See above, p. 38, footnote 17.

³³ Demas Yoder, "Early Williams," *Williams News*, June 24, 1911.

³⁴ *Arizona Champion*, March 4, 1886.

town today were built by C. E. Boyce, and one might well say that, although Rogers founded the town, it was Boyce who built it. He was affectionately known as the "town daddy" in the early days.³⁵

By the middle of the eighties, Boyce had already acquired considerable real estate in Williams, was recognized as a very successful merchant, and was prominent in the livestock industry. In 1886 he definitely had a branch store at Chalender and a cattle range a few miles from there.³⁶ Boyce engaged successfully in the cattle trade during several different periods in his life and homesteaded a ranch in Spring Valley, northeast of Williams. In 1887 he was appointed postmaster of Williams.³⁷ Boyce served briefly on the town council the first time Williams was incorporated, in 1895. Appointed to the board of supervisors of Coconino County when the county was established in 1891, he was later elected to the position in the county's first election. In 1912 Boyce was elected to the town council of Williams. At one time he served as a trustee for the school district. Boyce, it is said, had a deep sense of civic responsibility and was always foremost in urging the betterment of Williams. At the time of his death, in 1929, the *Williams News* stated: "No other citizen of Williams can claim the distinction of having built as extensively as Mr. Boyce, and few, if any, show nearly so good a record of civic pride and public spiritedness."³⁸

A brief description of the business interests in Williams by August, 1883, was provided by a representative of the *Arizona Weekly Journal* (a Prescott newspaper) who visited the towns along the line of the Atlantic and Pacific Railroad that year. He noted:

The division of the road is located here and Superintendent D. Hardy and his assistants have their offices located here. . . . From a business point of view, Williams is a prosperous place. The principal business houses of the place being those of C. T. Rogers and John Fielding, general merchandise stores; J. B. Dickey, druggist; J. R. Tabor, James Murray, Lute Wilson & McCracken, wholesale and retail liquor dealers; Morris Walsh, saloon keeper, and J. R. McDonald, restaurant. . . . West-bound passengers on the Atlantic & Pacific stop here for supper and east-bound passengers for breakfast.³⁹

In July, 1884, many of these merchants suffered losses in one or the other of two fires which in less than a week destroyed a large portion of the business section of Williams. The first fire, on July 2, destroyed the drug store and another adjacent building of Dr. James B. Dickey and

³⁵ *Williams News*, December 1, 1938. One of the many buildings constructed by Boyce still in use today is the two-story building in which the Grand Canyon Hotel and Central Drug Company are now located.

³⁶ *Arizona Champion*, June 19, July 17, 1886.

³⁷ The *Arizona Champion*, June 17, 1886, states: "Mr. C. E. Boyce is now the postmaster at Williams." The records of the Post Office Department, however, show that J. C. Bramwell succeeded Rogers as postmaster on June 17, 1886, and that Boyce was appointed February 15, 1887. Gondos to Fuchs, January 17, 1952.

³⁸ *Williams News*, February 15, 1929. Boyce died February 10, 1929, in San Diego, California. According to this account, Jesse L. Boyce was Boyce's stepson. His only child, a daughter, Ethel, had preceded him in death by many years.

³⁹ *Arizona Weekly Journal*, August 3, 1883.

his partner, E. D. Crawford. A few days later, on July 8, a second fire destroyed seven more buildings. Among them was the only lodging house in town,⁴⁰ several saloons, a carpenter shop, a restaurant, and the office of the Justice of the Peace.⁴¹ The business places remaining on the street included Rogers' store and post office, the store run by Boyce, and four saloons; the *Champion's* correspondent in Williams noted:

The recent fires have made sad havoc among our buildings, but with the exception of Crawford & Dickey's drug store and Mrs. Woods' lodging house, the substantial business houses remaining are a credit to any town, and sufficient to meet the present wants of trade.⁴²

The latter fire was the first of several large conflagrations which have threatened to destroy the entire town. Its origin was unknown, although it was thought that perhaps one of the many persons sleeping in the open at night had lain down between the buildings and accidentally started it with a match or pipe. Others felt it was started by an incendiary. More important than its origin, however, was that it revealed how unprotected the town was against fire, chiefly because of the lack of an adequate water system, a fire department—volunteer or otherwise—and fire limits. Inadequate fire protection remained a problem for many years and later served as a strong argument for those who favored incorporating the town.

There is a story that the settlement at the Wilson and Haskell sawmill presented a challenge to the growth of Williams in its first year. Late in 1881, Wilson and Haskell contracted to furnish ties for the railroad and soon moved their portable sawmill to the property they had purchased from John Rogers Vinton and S. J. Sullivan in June of that year.⁴³ The partners started to operate their mill near Williams in the early months of 1882. The mill furnished timbers for the railroad, supplied the Wilson and Haskell sash and door factory in Prescott, and provided lumber for the settlers along the line of the railroad. Undoubtedly many of the first buildings in Williams were constructed of lumber from the Wilson and Haskell sawmill. According to C. E. Boyce, the settlement at this mill was called "Sun Up," and had, in

⁴⁰ *Arizona Champion*, July 12, 1884. Known as "Mrs. Woods' lodging house." The *Arizona Gazetteer* (p. 619) listed a hotel owned by D. R. McDonald at Williams in 1884. McDonald's hotel is mentioned no place, however.

⁴¹ *Arizona Champion*, July 12, 1884. "Mrs. Woods . . . just had completed her building and was doing a thriving business. Mrs. Richardson had just purchased a restaurant. . . . Lew Hurd's carpenter shop building . . . the property of C. E. Boyce was destroyed. Ed. Mackery's saloon and contents was a total loss. . . . The structure known as the Tabor building [a saloon] was destroyed. It was the property of C. E. Boyce. John Tracy's building, occupied as an office for the ice business . . . and the office of Judge Scott, Justice of the Peace . . . mingled with the ashes. From the Newell building to Murray's saloon and restaurant, a distance of 75 feet, the lots are vacant, so the fire closed its devastations here only for want of further fuel to feed it."

⁴² *Ibid.*, July 12, 1884. Specifically, those remaining were: "Rogers' store and post-office, Nellis & Lewis' saloon and billiard hall, Boyce's store, Walsh's and Davis' saloon, Murray's and McDonald's saloons and restaurants."

⁴³ *Arizona Democrat*, December 23, 1881.

addition to the Berry store, three or four saloons and a restaurant.⁴⁴ There is at least one reference in the early records to a place in Arizona by that name. The *Courier*, in 1882, simply stated: "Sun Up the name of a place on the A. & P. in this county."⁴⁵ An itinerary for the Co-Operative Stage Line published in April, 1882, lists a stop at "Wilson's saw mill, Berry's store, Drakes." There is no mention, incidentally, of Williams on this itinerary, which is, perhaps, an indication that at that date Williams may have been exceeded in size by the settlement at the sawmill. The mill probably did not operate there after November, 1882, however, and by March of the next year it is definitely known that the mill had been moved to a site south of Prescott.⁴⁶

C. E. Boyce claimed that the establishment of the railroad station at Williams caused a migration of the mill settlement to that point.⁴⁷ Evidently many of the mill employees decided to settle at Williams at that time and the merchants of Sun Up then moved their businesses to Williams. Of course, the closing of the mill, which occurred within several months, would probably have had the same effect. Boyce's story does seem to corroborate the contention that the first big gain in population for Williams occurred in the latter half of 1882. On the other hand, the claim that there was a substantial village of Sun Up is, in view of the singular lack of references to it, slightly dubious, although there are similar cases in the history of that period.⁴⁸

John Taber (sometimes "Tabor") is said to have been one of the merchants who moved to Williams at this time. He was an early day saloon owner, kept a lodging house, and later homesteaded the quarter section of land east of the Scott estate.⁴⁹ That land was included in the town limits when Williams was later incorporated, and part of it is now known as Taber Addition. Taber Street in Williams was also named after this pioneer.

⁴⁴ Wells to Fuchs, December 5, 1951.

⁴⁵ *Prescott Weekly Courier*, April 15, 1882.

⁴⁶ *Ibid.*, November 25, 1882. "W. Z. Wilson is down from Williams. His saw mill is shut down." The mill apparently had completed its contract as the next mention of the mill notes that it is located south of Prescott once again; *Ibid.*, March 24, 1883.

⁴⁷ Wells to Fuchs, December 5, 1951. "I can still hear [Boyce] chuckle over the Sun Up story. There sure was a scampering of houses and business buildings, when the railroad picked Williams for its station. Yessir they picked up them buildings and moved them bodily to Williams, and Williams businesses doubled overnight."

⁴⁸ e.g., Pamela. See above, p. 38, footnote 17; Frank E. Wells (Wells to Fuchs, December 5, 1951) says that Fred Holden, who was in the Johnson Canyon area in 1882, substantiated the Boyce story. Both of these pioneers were personal acquaintances of Wells. Holden married the widow of Captain George Johnson, after whom the canyon was named. Johnson had a sheep ranch there in the late seventies and early eighties. He died prior to June, 1885 (*Arizona Champion*, June 6, 1885). One of Captain Johnson's sons, Bert Johnson, is now a resident of Williams.

⁴⁹ Moore to Fuchs, October 19, 1951. "John R. Taber filed . . . on May 11, 1888, for the Southeast 1/2 of Section 28, and the patent issued to him on December 9, 1892."

Another town in the vicinity, it has been said, threatened to exceed Williams in importance in the eighties.⁵⁰ This was Chalender, nine miles east of Williams.⁵¹ It was both a ranching and a lumbering center in the eighties and nineties but declined after the turn of the century. Chalender was definitely secondary to Williams in importance by the nineties and probably by the latter part of the eighties, although early settlers had concentrated in the immediate vicinity (in Pitman Valley) before Williams was more than a cattle ranch.

A sawmill had been set up near there during the railroad construction period by Parker and Company, another Prescott firm. The mill was located at or very near Chalender after the construction days and the town attained a degree of importance as a lumber town.⁵² It was on the railroad line but evidently did not long—if ever—equal Williams as a shipment center for the livestock and lumber industries. Statistics show that by 1885, Williams was forwarding and receiving many more tons of goods by rail than Chalender.⁵³

In 1884, the village was destroyed as follows:

[Chalender] settled in 1883 . . . contains a steam saw mill. Live stock and wood are the principal shipments. Population 100.⁵⁴

Williams was credited with a population of only thirty-five at the same time, although the figures may be unreliable.⁵⁵ Although several other lumber companies established sawmills there in the 1890's, their head offices were located at Williams. In 1906, it was remarked: "Challender [sic], once a hustling sawmill town, . . . [but] now, alas! a lonesome place."⁵⁶

In 1883, when Chalender first boomed, the people of Williams were concerned with a greater threat to the growth of their town than Chalender could present. At least from the importance they later attached to it, one can assume the impending removal of the railroad "division" to Peach Springs was the big interest at the end of 1883.⁵⁷

⁵⁰ Wells to Fuchs, December 5, 1951.

⁵¹ See above, p. 41, footnote 32.

⁵² *McKenney's Business Directory*, p. 276, lists Parker's mill at Pamela in 1882-83—another indication that Chalender was first known as "Pamela."

⁵³ See Appendix D.

⁵⁴ *Arizona Gazetteer*, p. 590. Yet the name appears as early as August, 1882, when it was used synonymously with "Pitman Valley" to designate the stage stop east of Williams. See above, p. 41, footnote 32.

⁵⁵ *Ibid.*, p. 619. See also above, p. 35. Barnes, *op. cit.*, p. 87 says: "[Named] for George F. Chalender, Supt. of Motive Power, A. & P. R. R."

⁵⁶ *Williams News*, August 4, 1906.

⁵⁷ The early records of the Atlantic and Pacific Railroad concerning division points are obscure prior to December 14, 1897, when the western terminus of the Albuquerque division was moved from Williams to Prescott Junction (Seligman). Likewise, the connotations of "division" as used by the newspapers of that day are indefinite. "In general, a railroad system is divided up by operating units called Divisions, the operations of these units being supervised by Division Superintendents. . . . The point on each division where the Superintendent and

In December, 1883, the Williams correspondent of the *Arizona Champion* maintained: "Williams is still improving, notwithstanding the prospect of all the machine shops and railroad offices moving to Peach Springs the first of January."⁵⁸ Much early optimism over the future growth of Williams had been fostered by the fact that the town was to be a division point of the railroad.⁵⁹ It was realized that the trade which would result from the location of the machine shops, offices, and other facilities of the railroad there would help the town prosper. When the railroad reached Williams in 1882, the optimism was apparently justified for a time. Freight and passenger traffic was opened to Williams the second week in September, 1882, and trade was brisk.⁶⁰ Even after the station at Ash Fork had been established the enthusiasm continued unabated.

Reports, however, that the railroad company was going to put machinery in at Williams to give the town a steady supply of water, provided the first indication that the townsite was not amply supplied with water. In the beginning it had been predicted that the town would become an important railroad center chiefly because of the abundance of water on the townsite—an unusual thing along the line in northern Arizona.⁶¹ The years 1881 through 1886, in general, were wet ones in northern Arizona, and there were apparently creeks and water holes during those years where ordinarily water was conspicuous by its absence.⁶² But, it was soon apparent that the lack of a steady, ample water supply was to be one of the major problems for both the railroad and the town.

The immediate cause of the removal of the division point from Williams, however, was the desire to equalize the distance of the respective divisions, although the insufficient water supply at Williams may have influenced the decision. The division removal started a local slump but probably not to the extent some had envisioned. After the fire in 1884, however, the Williams correspondent of the *Arizona Champion* stated: "In all probability, few, if any, of the buildings will be replaced, as the dullness in business at Williams, owing to the

his staff are located is usually called 'Division Headquarters' but is frequently loosely termed 'Division Point.' The point where a division ends or joins another division is sometimes loosely called a 'Division Point'. . . . A Passenger Division may be double the length of a Freight Division. The word 'Division' used in this connection is not strictly correct. A more desirable term would be 'District.' " J. P. Reinhold (enclosure) to J. R. Fuchs, February 27, 1952.

⁵⁸ *Arizona Champion*, December 8, 1883.

⁵⁹ *Prescott Weekly Courier*, August 26, 1882.

⁶⁰ The first through passengers to be landed at Williams were General George E. Crook and party returning to Whipple Barracks where Crook was to assume command of the military forces in Arizona once again. *Ibid.*, September 9, 1882.

⁶¹ *Ibid.*, May 13, 1882.

⁶² *Hoof and Horn*, June 10, 1886.

removal of the railroad offices and headquarters of the Division from that point, will not warrant the expenditure."⁶³

In 1886, several years after the removal of the division, a resident of Williams wrote:

[Williams] was once the metropolis of the northern part of Arizona. Pegs and sharp sticks are visible all over our plaza and main streets, where once stood the myriad tents and 'shaky shanties.' Times grew dull, the nomadies 'folded their tents and silently stole away.' Some shanties were torn down, others caught fire and burned, until now we are a quiet, unassuming, unostentatious little burg, nestled under the craggy and gorgeous brow of old Bill Williams, in a park beautiful in the splendor of its contour and its growth of grass, flowers, and trees.⁶⁴

The records are not very clear, but they indicate that the railroad had initially established Williams as a terminus for both "passenger and freight divisions."⁶⁵ The sources note only that "a division" was removed at the end of 1883, or in January, 1884. At any rate by January, 1886, the railroad company was once again drilling for water near Williams and at work on new facilities there.⁶⁶ The effort to locate a subterranean supply of water was evidently unsuccessful as the company soon decided to try another method, suggested by the *Courier* as early as 1883 when it noted:

Boring for water in the loose sandstone and volcanic rocks of the pine region bordering the Atlantic & Pacific railroad has not been a success, and we advise the railroad company to try dams and cement in the canyons and depressions of the great pine and grass region.⁶⁷

Evidently Williams was again established as a freight division sometime in 1886 or 1887, since in March of the latter year the completion of a dam at Williams was announced as follows:

The country has often been cursed in all known tongues and by men of all degrees, but it has been reserved for the Atlantic & Pacific to 'dam' it for benefit by creating a three million gallon reservoir in a canon just above town. It proving stable and good, the new management has arranged (I have it on the best authority) to build a fine, large two-story depot and an eating house here, and to make this the end of a passenger as well as a freight division.⁶⁸

The dam must have been inadequate or else the runoff of water was insufficient that year, since by December the railroad was again reported to be sinking a well a few miles from town.⁶⁹ It was claimed at that time that the railroad was going to erect additional buildings and make

⁶³ *Arizona Champion*, July 12, 1884. But, "an inventory of the railroad facilities located at Williams on March 1, 1885 reflects quite a number of structures at that point, with an estimated cost of about \$19,000. The list shows an eating house, two section houses, two cottages for employees, a coach shed which was used as an engine house, blacksmith shop, coal chute, a stock yard, water tank and pumphouse, and other small structures. However, no mention is made of any passenger or freight station at Williams at that time." J. P. Reinhold (enclosure) to J. R. Fuchs, November 30, 1951.

⁶⁴ *Arizona Champion*, May 29, 1886.

⁶⁵ See above, p. 45, footnote 57.

⁶⁶ *Arizona Champion*, January 9, 1886.

⁶⁷ *Prescott Weekly Courier*, April 21, 1883.

⁶⁸ *Arizona Champion*, March 5, 1887.

⁶⁹ On the ranch of Sanford Rowe, the pioneer liveryman of Williams.

it a passenger as well as a freight division, which it was then, if an ample water supply was secured.⁷⁰

In 1888, engineers of the Frisco and Santa Fe railway companies, which were interested jointly in the property of the Atlantic and Pacific, made inspection of the property and recommended abandonment of the division points of Williams and Peach Springs and that a new one be established at Prescott Junction (Seligman).⁷¹ The engineers reported that the water supply at Williams was insufficient and sometimes failed as much as nine months out of a year. In 1889, the company abandoned Williams as a freight division and placed the terminus at Peach Springs which then became "two divisions."⁷² By October, 1890, another division change had been made, and Williams was once again a division point and was said to be "in quite a prosperous condition," largely due to the fact.⁷³

Thus, according to early newspaper accounts, Williams was several times abandoned as a division terminus and several times reestablished as one during the eighties. In 1890, it was evidently a freight division terminus. Consideration had been given to reestablishing it as a passenger division terminus, but the move was evidently contingent upon the company's success in its new attempts to locate a sufficient supply of water near Williams. Wells to tap underground sources were, for the most part, unsuccessful, and the dam built in 1887 was evidently inadequate. The town placed great emphasis upon the need of a division point there in order to assure prosperity. Nevertheless, in spite of the initial loss of the divisions in 1883, and the subsequent uncertainty of Williams' status as a railroad division point, the town did not decline to any great extent over the ten year period.⁷⁴ It prospered even though the large lumber mill which made it a lumber town in the nineties had not yet entered the picture. The railroad was the chief impetus to the town's establishment, and its benefits to the incipient town during the first two and a half years cannot be discounted; nor can those after the freight division was reestablished be ignored. But, apparently, the chief factor that sustained the economy of the town throughout the eighties was the livestock industry.

The railroad publicized the region in their campaign to sell the land granted to them by the government. Much of the land was pur-

⁷⁰ *Ibid.*, December 17, 1887. "[Water] ensured, the railroad company will erect additional buildings and it is said make this place the terminus of the passenger as well as a freight division which it is at present."

⁷¹ Reinhold to Fuchs, November 30, 1951. The engineers' report stated: "Peach Springs and Williams seem not to have been established as permanent division points; at least no quarters have been constructed for employes and these certainly must be provided if the company expect to secure permanent help."

⁷² *Arizona Champion*, August 17, 1889.

⁷³ *Ibid.*, October 25, 1890.

⁷⁴ Actually, the railroad's records seem to indicate that Williams was an operating division from the beginning, in early 1883, until December 14, 1897. Reinhold to Fuchs, February 27, 1952.

chased for grazing or was sold or leased to lumber companies for the timber upon it. That which was initially taken by farmers often quickly found its way into the hands of the sheep and cattle ranchers when the region proved to be quite ill-adapted to farming in most places, especially under the methods then in practice.

Although good dry farming conditions had been represented as one of the advantages of the area by some of the early publicists, it did not prove too profitable in the Bill Williams region—at least not in comparison with the grazing industry.⁷⁵ There were some wheat, oats, and corn grown in a few of the valleys which were better adapted to farming. Turnips were raised with considerable success in both the San Francisco and Bill Williams ranges. Evidently the best crop was potatoes, of which there were large quantities produced. In the winter of 1890, over seven hundred tons of "Bill Williams potatoes" were shipped from Williams. A visitor to the region in 1883 saw fields of oats which astonished him. He reported the grain was "six or seven feet high and well headed."⁷⁶ Such successful crops were not the rule, however, and with the exception of a few places such as Spring Valley, Garland Prairie, and the Red Lake district where fair-sized farming communities grew up through careful application of scientific dry farming methods, farming has been of minor importance. In the words of one pioneer at Williams, "the only thing that the dry farmers actually seemed to raise was dogs and kids."⁷⁷ The area, however, as previously mentioned, was better adapted to the grazing industry.

This industry at the start of the eighties had just attained a good foothold in Arizona, after the movement into the Territory in the previous decade. A principal factor that had contributed to the influx of sheepmen into Arizona in the late seventies, had been the drouth conditions then prevalent in California.

In the early seventies the drouth had been severe and many sheep were driven into western Arizona from the large ranches in California.⁷⁸ The pressure of the homesteader with his fences had also contributed to the movement from California, since at that time sheep ranching was an open range industry. The suitability of Arizona for sheep grazing was popularized by this movement of the early seventies, and by 1874 her reputation in this respect was quite well established.⁷⁹

In the seventies large herds of sheep had also been driven across

⁷⁵ Harry Lyons was one of the pioneer rancher-farmers of the area. In 1878, he was already located at the base of Mt. Sitgreaves, in Spring Valley, about thirteen miles northwest of Williams. *Arizona Enterprise*, September 18, November 27, 1878; *Prescott Weekly Courier*, March 4, 1882.

⁷⁶ *Prescott Weekly Courier*, September 15, 1883.

⁷⁷ Jesse Boyce in a speech before the 20-30 Club of Williams, as reported in the *Williams News*, August 12, 1937.

⁷⁸ Haskett, "Sheep Industry in Arizona," *op cit.*, p. 20. Severe drouths occurred in 1870 and 1871 and again in 1876 and 1877.

⁷⁹ *Ibid.*

northern Arizona to New Mexico from California.⁸⁰ The trail drives had followed the old Beale Road most of the way across Arizona. Clark and Ashurst had entered Arizona with one of these groups.⁸¹

John Clark and William Ashurst, it will be remembered, settled for a brief period in the vicinity of Williams with their herds in 1876 and 1877. In 1877 and the following year, Bill Williams Mountain became quite popular as a range for the owners of sheep who lived in or near Prescott.

One of the first to graze his herds in the Bill Williams country was John G. Campbell, a prominent merchant of Prescott and later delegate to Congress from Arizona.⁸² Campbell, who probably utilized the southern slope, had sheep grazing there as early as May, 1877. There were numerous other pioneer sheepmen of the area who had flocks there in 1877 and 1878.⁸³ Among these were J. W. Hunt, George W. Orr, Billy Campbell, and W. H. Perry, all familiar figures in Prescott at that time.⁸⁴ Captain George Johnson also had a ranch about nine miles west of the Williams site. There were some "25,000 head of sheep," in the Bill Williams range of mountains in July, 1877.⁸⁵ The chief impetus to the growth of the industry in the next decade was provided by the railroad which had just been built through northern Arizona.

The range was rapidly taken up as the railroad came through and provided convenient outlets to the markets. In spite of the advantages of the region for a livestock economy, the development had been somewhat deterred by the lack of convenient access to markets. The advent of the railroad definitely located the sheep industry in the northern counties of Arizona, to which industry that section was particularly well adapted.⁸⁶

Principal sheepmen in the Bill Williams region in the eighties (to name a few) who helped contribute to the economic development of Williams were: Gustave Reimer, James May, Phillip Hull, Joseph B.

⁸⁰ The drives in the opposite direction—to California—had provided the pioneer herds for Arizona in the sixties. *Ibid.*, p. 17.

⁸¹ *Ibid.*, pp. 21-24. "These drives for the most part were made by New Mexico breeders for the purpose of improving the native New Mexico sheep with the highly bred California Merinos."

⁸² *Weekly Arizona Miner*, May 25, 1877.

⁸³ It is quite possible that "Mr. Coleman," who brought four thousand head from Visalia, California, in May, 1876, may have settled at the present Coleman Lake about seven miles southeast of Williams on the slopes of Bill Williams. *Ibid.*, May 12, 1876; Barnes (*op. cit.*, p. 103) says that the lake was named for "Dad Coleman" an old homesteader who built the dam "which makes the lake." It is known that Coleman drove first to Williamson Valley north of Prescott, planned to shear near there and then was going to look for a good range. T. A. "Dad" Coleman was a resident of Williams in the late nineties and early part of this century. Coleman Lake appears in the records of the early 1880's. The site is marked "Collins Ranch" on Smith Map. See also Barnes, *op. cit.*, p. 258 (McCullum's Ranch).

⁸⁴ *Arizona Enterprise*, March 23, 1878.

⁸⁵ *Weekly Arizona Miner*, July 20, 1877.

⁸⁶ Edward Norris Wentworth, *America's Sheep Trails* p. 251; Haskett, "Sheep Industry in Arizona," *op. cit.*, pp. 24-25; *Arizona Champion*, January 29, 1886.

Tappan, T. Fred Holden, Frank Riselda, Alphonse Humphreys, and Dr. E. B. Perrin.

Dr. Edward B. Perrin became one of the largest cattle and sheep ranchers in northern Arizona. The Perrin Land and Cattle Company owned thousands of acres of grazing land purchased from the railroad, as well as the Baca Grant—a tract of over one hundred thousand acres in Western Yavapai County. Although Perrin—whose Arizona holdings were under the general managership of his brother-in-law, Dr. George F. Thornton—was primarily interested in cattle at first, he soon converted much of his land to sheep grazing.

Riselda was in the region as early as 1882; Phillip Hull, with his sons, was ranching in the vicinity of Pitman Valley by the late seventies or early eighties. May and Reimer had a partnership in the sheep business in the eighties near Williams. They were two of the larger operators in the area. T. Fred Holden was west of Williams, near Johnson's Canyon, where Captain Johnson, after whom the canyon was named, had started his sheep ranch in the seventies. Joseph B. Tappan, by 1887, was recognized as an important sheepman of Williams, and in 1889 was president of the Arizona Sheep Breeders and Wool Growers Association, which had been organized at Flagstaff on October 1, 1886⁸⁷. This organization looked after the interests of the sheepmen of Arizona and attracted many of the owners in the vicinity of Williams into its membership. It operated until the fall of 1898 when it was "revamped, refinanced, and reinvigorated," and thereafter was known as the Arizona Wool Growers Association.⁸⁸ The sheepmen, however, did not have the field entirely to themselves—even in the seventies—and by the early eighties the cattlemen had started to secure tracts of railroad grant lands and to crowd the sheepmen of northern Arizona,⁸⁹ where the range was especially good at that time.⁹⁰

The movement of cattle into northern Arizona in the early eighties was rapid as a result of the same factors which contributed to the influx of the sheepmen: drouth conditions elsewhere, the excellent range conditions in Arizona, and the building of the railroad. The cattlemen in some instances more or less restricted the movements of the sheep ranchers and, at times, took over their range lands. The strife was not as serious as some have claimed, although cases of cattlemen attacking the camps of sheepmen along the railroad line in northern

⁸⁷ Haskett, "Sheep Industry in Arizona," *op. cit.*, p. 27. Its purposes were "to promote the breeding and use of purebred rams, to arrange for the annual rodeo, . . . to agree on a uniform wage scale for herders and shearers, and to assist the industry generally on all matters of common interest."

⁸⁸ *Ibid.*, p. 39. Original signers of the Articles of Incorporation of the Arizona Wool Growers Association from Williams were: C. C. Hutchinson, E. B. Perrin, Robert Perrin, Cap. P. Smith, A. R. Kilgore, and J. Sterling. E. S. Gosney, "The Arizona Wool Growers Association, 1898-1909," p. 62. (MS)

⁸⁹ Haskett, "Sheep Industry in Arizona," *op. cit.*, p. 26.

⁹⁰ Bert Haskett, "History of the Cattle Industry in Arizona," *Arizona Historical Review*, VI (October, 1935), 25 *et passim*; Hoof and Horn, June 10, 1866; *Arizona Champion*, January 1, 1887.



Williams in 1883
Bill Williams Mountain in Background.
(Courtesy Laboratory of Anthropology Library, Santa Fe, New Mexico)

Arizona as early as 1884 have been recorded. For a time sheepherders become prone to "shoot cowboys and cattle on sight."⁹¹ In 1886, Frank Rogers reported in Prescott that trouble was anticipated in the north between cattle and sheepmen.⁹² There is no record of any serious trouble near Williams, but the statement is indicative of range conditions by the middle eighties. In most cases they were overstocked, particularly with cattle. Overstocking was carried to the point where a drouth of any consequence was bound to result in sizable losses. The large shipment of cattle into the territory from other states, which had characterized the early eighties, stopped; but Williams continued to prosper as a cattle town. It was a profitable business, even on a small scale, and numerous herds of fifty to a hundred head were started in the vicinity of Williams. In fact, it was the very large ranches in northern Arizona that did not flourish and the size of their herds were gradually reduced⁹³ Modest-sized herds probably were also started by some who had first tried agriculture, but who soon discovered the livestock industry to be much more profitable in that region.

A list of brands advertised by the Mogollon Livestock Protective Association in 1885 showed four members with Williams as their post office address. These were E. W. Pitman and his son, A. S. Pitman, with range in Pitman Valley, J. H. Yure (sometimes Youree) in Spring Valley, and S. M. See whose range was north of Williams⁹⁴ The Pitmans, of course, are more properly associated with Chalender's early history. William H. Smoot was another pioneer cattleman who came to the Williams area around 1881. He engaged successfully in the business until his death in 1902.⁹⁵ Nehemiah McCollum had a ranch about seven miles south of Williams, near the present Coleman Lake.⁹⁶ He settled there in 1878 or 1879. Perrin, who has been mentioned in connection with his sheep ranching, had extensive cattle holdings in the early period. The Perrin Land and Cattle Company purchased the cattle and range of McCollum in 1886.⁹⁷ Elias Pitman sold out to William

⁹¹ Wyllys, *op. cit.*, p. 253.

⁹² *Hoof and Horn*, June 10, 1886.

⁹³ Haskett, "Cattle Industry in Arizona," *op. cit.*, p. 36.

⁹⁴ The Mogollon Livestock Protective Association was organized in 1884. W. H. Ashurst, by then a cattle rancher, was the first treasurer and a member of the executive committee of this organization. *Arizona Champion*, July 5, 1884; February 10, 1885.

⁹⁵ *Williams News*, March 22, 1902. Smoot came from Prescott where he had settled in 1877. Smoot Lake northeast of Williams was named after him.

⁹⁶ See above, p. 50, footnote 83.

⁹⁷ *Hoof and Horn*, September 30, 1886. McCollum had about five thousand head, carrying the well-known "MC" brand. In the early nineties the Bill Williams Land and Cattle Company (which may have been owned by Perrin, but was managed at least by Thornton) was operating this range. *Prescott Weekly Courier*, May 11, 1893.

Garland the same year.⁹⁸ Other cattlemen at Williams in the eighties, to name only a few, were: C. E. Boyce, Frank Rogers, Fernando "Ferd" R. Nellis, E. H. Simpson, Edgar T. Smith, Irvine Sanders, and William Stewart.

Williams was important as a shipment center for cattle as well as for sheep and wool. The closest rival was Chalender, whose importance as a lumbering and ranching center in the eighties and nineties has previously been noted. Many of the livestockmen who identified themselves with Chalender in the eighties are also associated with the early history of Williams, especially after the decline of Chalender.

Livestock, it will be remembered, had been listed as a principal product shipped from Chalender in 1884. The *Arizona Gazetteer* for that year listed fourteen livestockmen at Chalender, while Williams reported none, although we know that Rogers, to mention only one, had a ranch there.⁹⁹ The shipment of livestock, however, at least after 1884, was preponderantly from Williams, if railroad statistics available are accurate.¹⁰⁰

Sam Ball, who had preempted land at the site of Williams in 1876, homesteaded near Chalender by the early eighties. James Dow and Samuel M. Gray had a ranch near Snyder's Springs, south of Chalender, from late in the seventies until about 1883.¹⁰¹ John Rogers Vinton was at Pitman Valley for a while in 1883. Elias W. Pitman, after whom Pitman Valley was named, had been there since about 1877.¹⁰² His oldest son, A. S. "Sid" Pitman, was also prominent as a cattle rancher. Rogers, of course, had a range east of Snyder's Springs, in the vicinity of the present Rogers Lake, from May, 1878, until he moved to the site of Williams late that year or early in 1879. He is credited with building the dam which created Rogers Lake in order to provide water for his stock. Rogers Lake is about fourteen miles southwest of Chalender, and about twenty-two miles from Williams.¹⁰³

⁹⁸ *Arizona Champion*, December 18, 1886. Reportedly 1,400 head at \$20 a head. Pitman moved to California where he died in 1888. Garland, after whom the present Garland Prairie was named, had earlier purchased the stock ranch owned by Rogers and Allen in Chino Valley. *Prescott Weekly Courier*, August 19, 1882.

⁹⁹ *Arizona Gazetteer*, p. 590.

¹⁰⁰ See Appendix D.

¹⁰¹ Gray died in April, 1882. *Prescott Weekly Courier*, April 29, 1882. See Appendix B.

¹⁰² One account states that he settled there in 1875 (*Williams News*, August 4, 1906), but the *Great Register of Yavapai County for 1876* places him in Williamson Valley, northwest of Prescott, at that time. The tenor of later accounts concerning Pitman indicate that he had not settled there until 1877 or perhaps 1878, but he was definitely one of the earliest to come into the Chalender area. *Arizona Enterprise*, February 27, August 10, 1878. He has been credited with bringing the first cattle into the area.

¹⁰³ Barnes (*op. cit.*, p. 367), says: "An artificial lake created by Charles T. Rogers, early-day cattleman, 1880-1890, who ran the 111 brand in this vicinity for many years," but Boyce (Boyce to Fuchs, November 3, 1951) claims that Rogers' ranch was always at Williams after he once settled there and that some say the lake was named after C. T. Rogers and others say it was after another

In general, the cattle industry rose to its peak in northern Arizona from 1881 to 1891; the sheep industry's growth continued to be quite rapid until it ended with adverse conditions culminating in the panic in 1893.¹⁰⁴

Williams, as a railroad and cattle town passed through the traditional lawless period which generally characterized such towns in their first years. The railroad construction workers were followed by the usual run of gamblers, saloon keepers, and prostitutes. The mountainous country became a favorite hide-out for desperadoes who preyed on the railroad and stage coaches in northern Arizona. Williams was urged on several occasions to help the officers deliver these criminals to Prescott where they would be tried and punished.

In 1882, the Prescott *Courier* noted that the mountains north of there harbored a large number of "professional robbers and murderers" and suggested that the military commander of the department place troops in the Bill Williams and San Francisco ranges to cooperate with the county officials in "making these mountains too hot for those fellows."¹⁰⁵ Later the same paper again deplored the absence of law and order along the Atlantic and Pacific Railroad and urged the citizens of Williams and Flagstaff to catch the thieves who abounded in the area.

In September, 1882, Williams experienced its first fatal shooting when a Negro, William C. Phillips, shot and fatally wounded a man named Fowler.¹⁰⁶ The stage coaches which operated through Williams in 1882 were held up several times. C. T. Rogers, his daughter, and his son-in-law were on the stage when it was robbed on one occasion. The Stewart stage from Williams was stopped several months later, but the highwayman only "captured an empty express box."¹⁰⁷ In July, 1885, the *Arizona Champion* declared:

... From the continued reports of the perpetration of crimes, that come from Williams, we are led to think that our sister town is infested by some very lawless and desperate characters, as for nearly every week during the past few months she has furnished some highly sensational occurrences, and her reputation for arrests and shooting affrays, for so small a place, will exceed that of any town in the Territory.¹⁰⁸

The incident that elicited this criticism was the murder of a relative

Rogers. Rogers, and his son, Frank—who was a prominent rancher of Williams in the eighties and nineties—could of course, have had a range in the vicinity of Rogers Lake as well as the one nearer Williams.

¹⁰⁴ Haskett, "Cattle Industry in Arizona," *op. cit.*, p. 41; Haskett, *Sheep Industry in Arizona*, *op. cit.*, pp. 30-33.

¹⁰⁵ *Prescott Weekly Courier*, May 13, 1882.

¹⁰⁶ *Ibid.*, September 23, 1882. The shooting occurred on the 17th. Phillips was charged with murder, although people said he was justified.

¹⁰⁷ *Ibid.*, April 8, October 21, 1882.

¹⁰⁸ *Arizona Champion*, July 4, 1885.

of the justice of the peace by a citizen who had evidently imbibed too freely of liquor. A lynching was averted, the report continued, only because

... some level-headed lover of justice filled the assassin full of buck-shot. This we think was the most proper way to end the matter. It saved the expense of violence and rope, which would surely have been brought into use by the infuriated mob.¹⁰⁹

As early as September, 1882, an attempt was made to secure law and order when the county board of supervisors was petitioned by the citizens of Williams to appoint John Fielding justice of the peace. Fielding was appointed but failed to qualify. The following month, James M. Sanford was appointed to the position, qualified, and became the first justice of the peace at Williams. Sanford, C. T. Rogers and Henry Goldwater served as election officials in the first election in 1882. Sanford was elected justice and James Vanderburg and George W. Ballard were elected constables.¹¹⁰

Sanford is remembered as one of the better known pioneers at Williams. He arrived there from Prescott early in 1882. Like Rogers, he had been a pioneer at Prescott in the early sixties and was one of a committee of five who drafted the by-laws for the Walker Quartz Mining District in November, 1863.¹¹¹ Sanford resigned as justice of the peace in 1884, when he turned to cattle raising. His ranch was about a mile north of Williams.¹¹² Sanford was elected justice of the peace again in 1888, and served many times thereafter. He was a resident of Williams until his death in March, 1910.

Williams also had its share of the gayer side of life in the eighties. Perhaps the peak of enjoyment of community life was the Fourth of July celebration each year. The citizens would often travel to Prescott or to Flagstaff to share in the celebrations there. The festivities usually lasted two or three days. Several times Williams and Flagstaff decided to alternate in holding the celebration and it was held first in one town and the next year in the other. The merchants and other citizens donated money to defray the expenses. Horse and foot races were highlights of the occasion. The baseball game between the town nines also attracted more than its share of attention. An interesting feature of the celebration at Williams was the street races in which both men and women of the Havasupai—or Supai, as they were generally referred to—tribe from Cataract Canyon competed against each other. Dancing was

¹⁰⁹ *Ibid.* There are several divergent accounts of this tragedy. F. R. Nellis was justice of the peace. See also *Prescott Weekly Courier*, July 3, 1885 and *Williams News*, December 1, 1938.

¹¹⁰ *Minutes of the Board of Supervisors*, April, 1879-June, 1885 (Yavapai County,) p. 432. According to the minutes, a certificate for justice of the peace was also issued to "M. Crow" of Williams precinct.

¹¹¹ *Journal of the Pioneer and Walker Districts*, 1863-65, p. 12. At the time of his death, Sanford, a bachelor, owned considerable real estate in Williams.

¹¹² Sanford, under the homestead laws, entered the quarter section immediately north of the Scott Estate on July 7, 1888. (NW $\frac{1}{4}$ of section 28, Township 22 North, Range 2 East.) Moore to Fuchs, October 19, 1951.

one of the pleasures earliest indulged in, in the new town. In October, 1882, the *Courier* reported that thirty-five couples attended a ball in Williams which was a "grand success."¹¹³ This was probably the first such event to be held in the frontier town. In 1884, some of the residents traveled to Winslow to attend the "grandest ball ever given on the line of the A. & P." The coterie at this function, sponsored by the Brotherhood of Locomotive Firemen, was pleased by the "musical voice" of D. R. McDonald, the Williams saloon and restaurant proprietor, who "led the company through several quadrilles . . . [with] a loud and distinct voice."¹¹⁴ The Mogollon Live Stock Protective Association provided similar recreation. Their first ball, given at the annual meeting in Flagstaff in April, 1885, was attended by "precious freight" from Williams who arrived on a special train to enjoy the evening's festivities.

In Williams the railroad eating house was used sometimes for dances and other social gatherings as early as 1885. This was apparently the precursor of the Harvey House in Williams.

The famous Fred Harvey system, however, which now provides the hotel and restaurant services there under its agreement with the Atchison, Topeka, and Santa Fe Railway System, may not have established facilities there until 1887 or slightly prior. The exact date seems to have gone unrecorded.¹¹⁵ But a railroad eating house opened there in 1883, and it was evidently a part of a chain or system since "Mr. Lemon, one of the proprietors of the eating stations along the A. & P. line" was, on various occasions, in charge of eating stations at Williams, Flagstaff, and Peach Springs in Arizona and in Coolidge, New Mexico.¹¹⁶ The first Harvey House in Williams, it has been said, consisted of several box cars with lunch counters in them. It was located adjacent to the depot, then on the east side of Second Street north of the tracks.¹¹⁷

Those who liked the outdoors enjoyed the excellent hunting in the vicinity, which abounded with deer, antelope, and wild turkeys. Sightseers and hikers climbed Bill Williams Mountain, visited the cliff dwellings near Flagstaff, or, in a few cases, made the longer trip to the Grand Canyon. Travel to the Grand Canyon from Williams in the eighties was still negligible; the chief interest in the region was in its possibilities for mining. The one stage line which ran to the Canyon in that period was from Peach Springs. A few visited Cataract Canyon, but the chief interest in that region, as in the Grand Canyon, centered on its mineral wealth.¹¹⁸ But even mining activity, which never reached the proportions expected, was of little importance indeed in those regions until the nineties.

¹¹³ *Prescott Weekly Courier*, October 28, 1882.

¹¹⁴ *Arizona Champion*, June 7, 1884. McDonald had the Fountain Restaurant. See photograph of Williams in 1883.

¹¹⁵ H. A. Belt to J. R. Fuchs, November 21, 1951.

¹¹⁶ *Arizona Champion*, October 6, November 24, 1883.

¹¹⁷ *Williams News*, May 2, 1946.

¹¹⁸ S. J. Sullivan was interested in a number of claims on Cataract Creek. *Prescott Weekly Courier*, May 10, 1883 and *General Index to Deeds*, No. 1, 1864-1890 (Yavapai County), p. 518.

An indication of the rapid growth of the community in 1882, and of its civic consciousness, was the establishment of a school that year. A petition was presented to the board of supervisors on October 5, and School District No. 22, which included Williams, was established.¹¹⁹ The census for the school year which ended August 31, 1883, showed there were 73 children of school age in the district and that 23 of them attended school some time during the year. John F. Scott was the first teacher in the Williams public school.¹²⁰ The first trustees for the district, elected in 1882, were Lewis L. Burns, Joseph L. Nelson, and James H. Rumsey.¹²¹ The school house was a one room building located near the corner of Bill Williams Avenue and Second Street.¹²²

The first resident physician in Williams was either Dr. G. M. Mason, who evidently started his practice there early in 1883,¹²³ or Dr. J. B. Dickey, the first druggist, who also was there by 1883.¹²⁴ Mason maintained a hospital in Williams in conjunction with his offices, as was often the custom, and he was also a physician for the Atlantic and Pacific Railroad. He resigned from the position late in 1883, but continued to serve Williams until his death in May, 1886.¹²⁵

No newspapers were published at Williams during the first ten years. Until late in 1883, the citizens probably depended upon the Prescott papers for their news. The *Arizona Champion*, published first at Peach Springs and then at Flagstaff, provided much of the news after 1883. By 1890, efforts were being made to attract a newspaper publisher to the town. In April, 1890, it was stated that Williams would have a newspaper in the near future. Perhaps the town was relying upon the inducement published in the *Champion* three weeks later which stated that "anybody wishing to start a newspaper in this city can have free room and plenty of potatoes, turnips and cabbage the year around. If this is not enough we will give you a town lot near the

¹¹⁹ *Minutes of the Board of Supervisors*, April, 1879-June, 1885 (Yavapai County), p. 414. John P. Scott was the only petitioner named in the minutes.

¹²⁰ Paul E. Parker, "The Development of Education in Coconino County" Unpublished Master's thesis (University of Arizona, 1939), p. 14. "The earliest records of Williams [school] that I have been able to find are dated September 21, 1882 and are signed John F. Scott as teacher." Cf. *Williams News*, December 1, 1938.

¹²¹ *Minutes of the Board of Supervisors*, April, 1879-June, 1885 (Yavapai County), p. 432.

¹²² There are several different opinions as to the exact location, but this was the general area. It has been said that when the townsite was surveyed in 1888 and the present streets established, the school house was one of the many buildings which was found to be in the middle of the street. Mark Smith, personal interview, Williams, Arizona, September 11, 1951. See also *Williams News*, June 24, 1911 and August 31, 1939. Apparently the first school house was simply a building adapted to that use and not one originally built for educational purposes.

¹²³ *Arizona Champion*, May 29, 1886.

¹²⁴ *Arizona Weekly Journal*, August 3, 1883. Although he was sometimes referred to only as a "druggist," there are several indications that Dickey was a medical doctor too. See *Arizona Champion*, July 5, August 16, 1884.

¹²⁵ *Ibid.*, May 29, 1886.

Columbia Heights Addition.”¹²⁶ No paper was started in Williams until several years later, in spite of the advantages represented.

There was no church built, nor was there a resident clergyman, during the first decade. Services were held from time to time by visiting representatives of various faiths. No doubt they used a tent, store building, or private residence in lieu of a church or public hall. The Methodist Episcopal Church was probably the first to hold services in Williams. Reverend Nathan L. Guthrie of that faith occasionally held services in Williams, beginning in July, 1883.¹²⁷ By 1884, Reverend J. F. Pierce, Methodist Pastor for both Flagstaff and Williams, had taken over the task.¹²⁸ Services generally were conducted only two Sundays a month since the pastor served several towns.

It is not definitely known who was the first to practice law at Williams. Henry D. Ross, who had practiced at Flagstaff for a short time, came to Williams in the latter half of 1885 or early in 1886 and followed his profession there for a while.¹²⁹ Ross later became Chief Justice of the Supreme Court of Arizona. Apparently most of those who found need of legal assistance in the eighties sought this aid at Flagstaff or at the county seat of Prescott, to which place they were required to travel to participate in legal proceedings or to handle other county business. The hardships of this trip soon became the basis for one of the principal arguments used to gain division of Yavapai County and the formation of a new county with the seat at Flagstaff. Williams, naturally, played an important part in this movement.

¹²⁶ *Ibid.*, April 24, 1890. This is the only reference to the "Columbia Heights Addition" the writer has been able to locate.

¹²⁷ *Williams News*, October 9, 1941.

¹²⁸ *Arizona Champion*, March 1, 1884.

¹²⁹ *Ibid.*, April 17, 1886.

CHAPTER V

GROWING PAINS, 1891-1900

Until February, 1891, Williams was in Yavapai County, one of the original four counties established shortly after Arizona became a separate territory in 1863. Situated, as it was, nearly sixty miles north of the county seat at Prescott, it had, with Flagstaff, long entertained the idea of county division. Since the early eighties there had appeared, from time to time, suggestions that the population of northeastern Yavapai, located principally in those two towns, would be better served by a new county. The distance to the county seat from the northern towns was one reason division was desired. Less time and money would be required to transact business with the county or with the territorial district courts if the seat were located in Flagstaff or Williams, it was argued. And of course the citizens felt that more adequate appropriations for roads and other county-supported projects would be forthcoming from a board of supervisors composed of men whose interests were more closely allied with their section. Williams followed the lead of Flagstaff in the movement. The latter was destined to be the seat of the new county, although a few entertained hopes that Williams might gain the honor.

William H. Ashurst, of Flagstaff, introduced a measure in the Fourteenth Legislative Assembly in 1887, designed to create a "Frisco County" from the area which approximates roughly the present Coconino. This measure was defeated, but, undaunted, its supporters increased their efforts, and in 1888 Frank Rogers was elected to the territorial house, pledged to fight for county division. His measure, presented to the Fifteenth Legislative Assembly in 1889, called for the creation of Coconino County, with boundaries similar to those delineated in the Ashurst proposal for Frisco County. This new measure gained considerable support and passed both the house and the council. It was, however, vetoed by Governor Wolfley and although the house passed it over the veto, the senate failed to do so. By 1891, support sufficient to secure passage of a division measure was mustered and on February 19, 1891, the new county of Coconino was created by the Sixteenth Legislative Assembly.¹

Elected to the first board of supervisors for Coconino were T. F. McMillan and A. T. Cornish, of Flagstaff, and C. E. Boyce, of Williams.² The first meeting of the new board, held on May 12, 1891, resulted, among other things, in the establishment of Road District No. 5, which embraced Williams. Sanford Rowe was appointed road overseer. The board also created a sanitary district for Williams, known as Williams Sanitary District No. 2, and appointed Rowe as "Sanitary Constable & Fire Marshall." F. R. Nellis, of Williams, was appointed the first

¹ *Acts, Resolutions and Memorials of the Sixteenth Legislative Assembly of the Territory of Arizona*, p. 26.

² *Minutes of the Board of Supervisors*, Bk. A-1 (Coconino County), p. 61.

recorder of Coconino County.

Another early action taken by the Board with respect to Williams was the establishment of "limits for suppression of bawdy houses" according to state legislation.³

Prostitution constituted a problem in Williams which remained unsettled for many years. Successive attempts to accept it, ignore, and suppress it resulted only in its continuance in a quite open manner until the War Department ordered the closing of such establishments during World War I.

An equally alarming situation in early Williams was the prevalence of opium dens or "hop joints," as they were often called. Williams had a large Chinese population in those days. According to one old-timer there were "twenty three saloons and as many Chinese laundries . . . [and] in the back of each laundry was a hopjoint."⁴ On one occasion, in 1895, twelve Chinese were arrested in Williams and sentenced to fifty days in the county jail at Flagstaff for smoking opium. The *Coconino Sun* complained that they remained in jail only about four days, when they paid fines totaling \$150 and "were released to go their way and smoke hop again."⁵ As late as 1901, the *Mohave Miner* (Kingman) repeated a claim that there "are more 'hop heads' in the town of Williams, than [in] any town of its size in the United States."⁶

Williams maintained its reputation as a "tough town" during the nineties. Even the local post office had a joust with the criminal element and came off second best in January, 1895. The crime had its humorous side, as the *Coconino Sun* implied in an article entitled "Burglars' Blowout." The inexperienced burglars attempted to "crack" the office's safe with a little too much explosive, and not only demolished the interior of the safe but also blew the front out of the building. Windows in buildings on the other side of the street were shattered by the blast. The *Sun* noted that the burglars were not sighted and that "it is suspected they are running yet." In their haste, however, the culprits did not neglect to scoop up five hundred dollars in cash, as well as stamps and other valuables.⁷

The *Williams News* in 1896, commented upon crime in Williams as follows:

. . . It is a regrettable fact that Williams has gained an unenviable record in the criminal line. More crimes of a serious nature have been committed here during recent weeks than the size of the town warrants, and it seems in order to suggest a remedy for the moral ills. There seems to be a laxness in the matter of harboring undesirable characters within our borders. The ubiquitous hobo of that class that shuns work with all the enthusiasm they can command receives altogether too much encouragement for the good of the town. There has been a formidable horde of them here lately, and they locate on the townsites and panhandle passersby industriously and upon the slightest provocation. The officers

³ *Ibid.*, p. 2.

⁴ Jesse L. Boyce as quoted in Parker, *op. cit.*, pp. 14-15.

⁵ *Coconino Sun*, August 29, 1895.

⁶ *Mohave Miner* as quoted in the *Coconino Sun*, March 30, 1901.

⁷ *Coconino Sun*, January 31, 1895.

very wisely ordered a contingent out of town, but that was after a jewelry store had been robbed. A few ounces of prevention, judiciously administered, may render unnecessary the threatened organization of Vigilantes.⁸ At one time, in 1895, of the twenty prisoners in the county jail at Flagstaff, seventeen were from Williams.⁹

But if the wicked flourished, so did the pious prosper. Business in Williams was good at the start of the nineties, and it was bolstered by an addition to the lumber industry of the town. This industry in the immediate vicinity of Williams had been inaugurated in 1882, when Wilson and Haskell located their mill several miles southwest of there. However, this sawmill had been removed by 1883, it will be recalled.¹⁰ Then in May, 1891, E. P. Clark and A. D. Adams, of Prescott, set up a portable sawmill about two miles southwest of Williams to supply ties and bridge timbers for the railroad then being built from the Atlantic and Pacific line to Prescott.¹¹ The Clark and Adams mill was the immediate precursor of the large sawmill which located at Williams in 1893 and which made lumbering the town's principle industry.

On February 14, 1893, the Saginaw Lumber Company of Saginaw, Michigan, acquired the timber rights to thousand of acres of railroad lands from John C. Brown, to whom they had previously been granted.¹² Brown became the company's superintendent. Construction of the sawmill began in April, 1893, and the work progressed rapidly. By the end of May, the company had started work on another "two-story building" and several residences, and work was soon to commence on seven or eight more buildings, chiefly residences for the employees of the new mill.¹³

Coinciding with the building of the Saginaw plant at Williams was the company's installation of a much smaller one at Chalender. The two cost "upwards of \$100,000," according to the *Williams News*, and were in operation by June.¹⁴ Saginaw expanded in January, 1894, with the installation of a box factory.¹⁵ A spur track to the timber south of Chalender was started late in 1894. The railroad, incidentally, increased its facilities to include a platform one hundred feet long, which facilitated the loading of ties and lumber. Saginaw also contracted with the J. M. Dennis Lumber Company to cut timber for them on land about

⁸ *Williams News* as quoted in the *Flagstaff Democrat*, April 13, 1896.

⁹ It is of interest to note that one of the law enforcement officers of Williams during this period was Henry F. Ashurst, who was appointed justice of the peace in 1896. *Flagstaff Democrat*, July 13, 1896.

¹⁰ See above, p. 44.

¹¹ *Arizona Champion*, May 16, 1891. Clark and Adams had established their firm in Prescott in 1878.

¹² The agreement was ratified January 5, 1894. Dr. E. B. Perrin had previously been assigned this land. See *Coconino County Deeds*, Bk. 9, p. 247. In 1895, the Saginaw Lumber Company claimed it had between 400 million and 500 million feet of timber under its control. *Report of the Governor of Arizona*, 1895, pp. 29-30.

¹³ *Williams News* as related in the *Prescott Morning Courier*, May 23, 1893.

¹⁴ *Williams News* as quoted in the *Prescott Morning Courier*, June 14, 1893.

¹⁵ *Coconino Sun*, January 25, 1894.

five miles south of Williams.¹⁶ Dennis had been induced to move his plant there from south of Coolidge, New Mexico, where it had been located.

Thus, by the end of 1894, there were at least three sawmills located at or within five miles of Williams. Available information gives no definite statistics as to the number employed, nor of output per day, but Saginaw probably had about 300 employees, and Dennis about eighty.¹⁷ There is no estimate of employees for the Clark and Adams mill, but by the end of November its daily output was expected to reach "about 40,000 feet of lumber per day."

A similar lack of statistics in regard to the other principal industries of Williams, livestock and railroading, prevents a definite assertion that lumber operations had taken first place by the middle of the decade, although such was probably the case.

The population increased considerably in 1893 because of the location of the new mill at Williams. Many of the employees came from Saginaw where the home offices of the company were located. The *Williams News* in May, 1893, for instance, stated that "twenty-five more families are now on their way from Saginaw, Michigan, and in a few weeks more another large number will start from the same place. At this rate of growth, it will be but a short time until Williams will be able to compel recognition."¹⁸ Of course, the new industry also attracted job-seekers from places in Arizona. Several families in Prescott even sent a representative to look over the situation in Williams and report upon the "prosperous time and flourishing condition" there.¹⁹

The Saginaw company suffered from fire in July, 1896, when the mill and lumber yards burned. The *Coconino Sun* said it was the lack of water that allowed the fire to consume everything within reach.²⁰ Some apprehension arose that the mill might not be rebuilt, but the fears were soon dispelled when the company announced reconstruction would start at once. When the new mill was opened around the middle of June, 1897, the company closed its small sawmill at Chalender. The new facility had an increased capacity, said to total 100,000 feet daily, which undoubtedly influenced this decision. The industry prospered during the remainder of the nineties. A representative of the *Flagstaff Gem* in April, 1898, reported:

While at Williams a visit was paid to the Saginaw Co's. mammoth yards and mills and the offices of the J. M. Dennis co. The prospect found at both was probably never brighter. The addition to the town of Williams known as Saginaw, contains in itself a hundred or more neat little homes, all new. The mills are running steadily. The J. M. Dennis company has more contracts than it can conveniently fill at this time.²¹

¹⁶ *Ibid.*, in section 23, Township 21 North, Range 2 East.

¹⁷ *Williams News* as related in *Prescott Morning Courier*, April 11, 1893; *Coconino Sun*, November 15, 1894.

¹⁸ *Williams News* as quoted in the *Prescott Morning Courier*, May 9, 1893.

¹⁹ *Ibid.*, May 23, 1893.

²⁰ *Coconino Sun*, July 2, 1896.

²¹ *Flagstaff Gem*, April 14, 1898.

An important change was made in the local lumber industry in 1899, when the interests of the Saginaw Lumber Company were merged with those of the Manistee Lumber Company of Manistee, Michigan. The new concern, the Saginaw and Manistee Lumber Company,²² immediately received by transfer the lands which the Arizona Cattle Company had sold in October to William F. Baker, trustee for the lumber company.²³ These amounted to about 132,000 acres of pine timber and grazing lands which had originally been included in the land grant to the Atlantic and Pacific Railroad.

Between 1890 and the first part of 1896, when the Atlantic and Pacific was placed in receivership, railroad facilities were steadily increased in Williams. The impermanency of the division, alluded to by the joint engineers' report in 1888, had been evidenced by the failure of the company to construct suitable quarters for its employees, but in 1892 a number of cottages were shipped in from Coolidge, New Mexico, to be erected as dwellings for the employees at Williams. It was over a year, however, before these buildings were readied for habitation. Part of the delay, perhaps, was caused by the strike of the machinists in January, 1893. A "traveling engineer" for the railroad attempted to repair a disabled engine, and the strikers and citizens forced him to leave town. This was said to have been the only such trouble anywhere during the strike, and the act probably did not have a salutary effect upon relations between the town and the railroad.²⁴ An even more disastrous dispute occurred in July of the following year when many of the merchants supported the boycott instituted against the railroad by Eugene V. Debs and his new American Railway Union. Williams for the most part backed the actions of the members of the A.R.U. in Williams, and the lack of cooperation with the railroad officials evoked the following from the press of the rival town of Flagstaff:

We are told, and on the best of authority, that while General Manager Gabel was tied up at Williams in his special car during the recent strike, the merchants of that place boycotted him, at the instigation of strikers, and refused to furnish him laundry work. This seems so incredible that we would not believe it were it not that we get it on the best of authority. This is infamous. Even the veriest knave would show more manhood than these people. It is a poor specimen of humanity that would not tell a man that suggested such a proposition to go to a place about 700 degrees hotter than Needles is in the summer, and this is what these Williams people should have done. Where is the American backbone? We have always considered the boycott indefensible, but when it is carried to the length of refusing a man the necessities of life, it is, as we say infamous. If this is true, Williams will be nothing more than a sidetrack by the time the leaves begin to fall, or we have missed our guess.²⁵

²² *Coconino Sun*, November 11, 1899. Incorporated under laws of Michigan with principal place of business being at Saginaw, Michigan, and Coconino County, Arizona. The officers were William F. Baker, president; William B. Hershon of Saginaw, secretary; and J. C. Brown of Williams, agent for Arizona.

²³ *General Index to Deeds*, Bk. 1 (Coconino County), p. 37. The Arizona Cattle Company was popularly known as the A 1 Cattle Company.

²⁴ *Coconino Sun* as related in the *Prescott Morning Courier*, January 30, 1893.

²⁵ *Needles Eye* as quoted in the *Coconino Sun*, July 19, 1894.

Williams, which seems to have been alone in its lack of sympathetic appreciation of the railroad's position, suffered economically from the unhappy affair, chiefly through individual losses sustained by certain merchants who extended credit to the strikers. The strikers were discharged and their pay withheld. In most cases they never repaid their debts. No doubt the citizens in general had some trepidations at this point in regard to the future of Williams as a railroad town. The *Coconino Sun* asserted that:

In but one place along the entire line of the A. & P. was the unlawful boycott upheld by the people, and that was at Williams. A boycott was made against the railroad, and all who remained with the company, by the American Railway Union, and this boycott the merchants and many citizens joined. The merchants refused to sell anything whatever to the officials of the road who made their headquarters there. The aftermath of the boycott to the business men of Williams is a serious matter. There is an almost entire change in employes of the road there, and the former employes will have to go elsewhere for work, and many of them are in debt to the merchants and unable to pay, and the fact that the railroad company has declared that it will hold the pay of the boycotting employes, as damages for breach of contract, makes it highly probable that the merchants will lose the amounts due them. It is asserted that the division point will be removed, and Williams made a sidetrack. This is the second time within two years that a similar state of affairs has occurred at Williams.²⁶

No reprisals against the town were taken, however. New construction on the company dam went ahead as before the strike, and other facilities necessary to a division point were installed. There was an exodus of former employees, but they were soon replaced by new workers, and, other than unpaid bills and the new faces in town, there was little to remind the town of the unhappy affair. At any rate, Williams remained on the main line of the Atlantic and Pacific.

An inventory and appraisal of the railroad property at Williams was made in the latter part of 1896, in connection with the reorganization of the Atlantic and Pacific. A report dated December 22, 1896, revealed that many additions and enlargements had been made since the previous inventory in 1888. The railroad eating house, coal chute, stock yards, car repair facilities, and the two employee cottages had been enlarged. The additions included three more cottages, a laundry and dormitory for the eating house (now under the Fred Harvey system), an 8-stall roundhouse with a turntable, a telegraph office, a freight house of two box cars with a platform, and a box car express room. The facilities were valued at \$135,000, including tools and machinery worth about \$10,000.²⁷ There was no mention of a passenger station in Williams, although in January, 1896, the *Flagstaff Democrat* published a description of Williams which mentioned a depot there, and reports that a new depot was to be built in Williams had started as early as March 22, 1893.²⁸ It was asserted then that construction was to

²⁶ *Coconino Sun*, July 19, 1894.

²⁷ Reinhold to Fuchs, November 30, 1951. The new round house was completed in January, 1896.

²⁸ *Flagstaff Democrat* as related in the *Arizona Enterprise*, January 17, 1896. See also *Williams News*, May 2, 1946.

begin in May. Again, in June, 1896, it was "rumored that the A. & P. railroad company will erect a new depot at Williams this summer," although the railroad had gone into receivership in March and had instituted a retrenchment policy. Probably no new one was built at that time, since it was reported in October, 1900, that work was then starting on a one-story brick depot for Williams.²⁹

The status of Williams as a railroad division point during the nineties is not entirely clear. A statement in 1895 that it was "a division point," and one of January, 1896, which pointed out that "the relocating of the freight division of the railroad" had injected new life into business at Williams, suggests another change had been made in 1895.³⁰ The retrenchment policy commenced by the receiver for the Atlantic and Pacific, however, included the consolidation of three operating divisions into two. The New Mexico division was to extend "from Albuquerque to the east end of the Williams yard" and the Arizona division from Williams to Mohave, California. This order of March, 1896, also abolished the train dispatcher's office at Williams.³¹ Williams was disturbed by these reductions in force, nineteen men being discharged in one week alone, in July of that year.

Shortly after the Atlantic and Pacific Railroad was reorganized in May, 1897, plans were made to make Seligman (formerly Prescott Junction) the western terminus of the Albuquerque Division and to abandon Williams and Peach Springs as division points.³² In July, the Santa Fe Pacific Railroad, successor to the Atlantic and Pacific, dismantled the roundhouse at Williams for removal to Seligman. This and many other facilities at Williams were no longer necessary to the operation of the main line after the division point was removed the following December, and only upon the completion of the branch line to the Grand Canyon in 1901 were those terminal facilities again needed.³³ It was then, of course, that Williams regained some of her former importance as a railroad town.

The railroad was not the only industry which experienced difficulties at Williams during this period. General conditions of drouth prevailed in Arizona from the spring of 1891 to July, 1893, and resulted in increased shipments of cattle to pastures in other states, as well as in heavy losses, particularly in the southern part of the state. The panic of 1893 brought a general lowering of the market value of cattle and resulted in further chaos.³⁴ Recovery of the cattle market started around 1896, but the industry in Arizona had not risen to its former level by 1900. The ranges near Williams suffered from abnormal dry spells up until 1898, and many of the cattlemen either reduced their

²⁹ *Coconino Sun*, October 20, 1900.

³⁰ *Flagstaff Democrat*, June 29, 1895; *Flagstaff Democrat* as related in the *Arizona Enterprise*, January 17, 1896.

³¹ *Coconino Sun*, March 26, 1896.

³² *Flagstaff Sun-Democrat*, May 6, 1897.

³³ Reinhold to Fuchs, November 30, 1951.

³⁴ Haskett, "Cattle Industry in Arizona," *op. cit.*, p. 42.

herds or sold out altogether.³⁵

In October, 1893, for instance, the Perrin Land and Cattle Company, it was reported, disposed of their cattle to devote their attention to sheep and wool growing.³⁶ An account early in 1893 noted that:

C. E. Boyce, F. L. Rogers & Co., Garland & Ross, the Perrin Land & Cattle Company and several other cattle men started a large number of cowboys yesterday gathering cattle for shipment. At least 5,000 head of cattle will be shipped from this point within the next ten days, most of them going to the green pasture fields of Kansas, where they will be prepared for market.³⁷

It was estimated at that time that 15,000 head of "feeders" would be shipped from Williams within the next thirty days.³⁸

The sheep industry in northern Arizona enjoyed the nationwide prosperity of that industry until 1893 when the financial panic of that year practically paralyzed the wool market. The dry conditions in northern Arizona in 1894-95 caused further losses.³⁹ The sheep business in Arizona held together during the depression, however, and in the late nineties the industry enlarged its facilities and opened new ranges.

The principal sheep outfits in the Williams area were The Perrin Land and Cattle Company, Kilgore and Sterling⁴⁰ and Reimer and May.⁴¹ C. R. Schultz had a ranch north of Williams, but operated mainly through Flagstaff. Charles C. Hutchinson, noted for his interest in raising purebred or highly graded rams, also was in the area.⁴² Miller ("Cap") P. Smith was another prominent sheep rancher of Williams in the late nineties.

In 1898, when recovery was on its way, the livestock men of northern Arizona were faced with a new threat—the creation of the San Francisco Mountain Forest Reserves and the proposed exclusion of grazing. This reserve, a checker-board affair because of the privately owned railroad grant sections, embraced about three million acres. The railroad lands were either still in possession of the railroad or in the hands of private individuals, including both stockmen and land speculators. The proposed exclusion of livestock grazing from this

³⁵ Boyce to Fuchs, November 3, 1951.

³⁶ *Coconino Sun*, October 19, 1893.

³⁷ *Williams News* as quoted in the *Prescott Morning Courier*, April 11, 1893.

³⁸ *Flagstaff Democrat* as quoted in the *Prescott Morning Courier*, April 11, 1893. Some others who had cattle and/or horses near Williams in the nineties were: William Smoot, McConnell Stone, J. W. Benham, Cornelius Bennett, A. C. Armstrong, John Bixler, William Donaldson, Thomas Ijams, T. H. Wagner, Jesse L. Boyce, A. A. Allen, J. W. Wood, F. R. Nellis, J. G. Akard, Martin Buggeln, Sanford Rowe, James Walsh, James M. Sanford, J. S. Gordon, and William Hayward.

³⁹ Those years were so dry that "bands of sheep were turned loose without herders and then they were rounded up, what was left, in the Fall and shipped to Kansas or elsewhere." Boyce to Fuchs, November 3, 1951.

⁴⁰ A. R. Kilgore and John Sterling.

⁴¹ Gustave Reimer and James May. Reimer in 1884 dissolved partnership between himself and Frank Brown.

⁴² Hutchinson also had bands of sheep near Ash Fork and Seligman. Much of his breeding stock was ranged near the latter place. The Grand Canyon Sheep Co., at Williams in the early nineties, was owned in part by Hutchinson.

forest resulted in recriminations by all concerned. Among those taking part was the *Williams News*. This paper went so far as to argue that the best way to oppose the government would be "to hang these U. S. tree agents to the trees that they had come to save."⁴³

The livestock interests, led by the sheepmen, who were the most bitterly opposed, eventually emerged triumphant, although grazing, of course, was put on a restricted permittee basis.⁴⁴ The quarrel is of interest here because it was basic to the survival of the livestock industry in northern Arizona. The effect of the policy upon the timber industry, while generally conceded to have been salutary, has been the subject of much discussion, and at times outright opposition to the program has been voiced at Williams.

A. R. Kilgore, the sheepman, if we are to believe one account, had a hand in the establishment of an enterprise in Williams which has continued uninterrupted to the present time. Kilgore, according to this account, arrived in Williams in 1892 and found the town without a newspaper. Thereupon he "brought in the first plant and established the *Williams News*, with [John F. Michael] as editor."⁴⁵ Except for this account, however, Michael has always been credited with establishing the paper. Apparently the first contemporary reference to the new weekly paper appeared in the *Yuma Times* on August 10, 1892, when it was noted that "F. J. [sic] Michael prints this week the first newspaper ever issued in the town of Williams. The paper will be a 6-column, and will be called the News."⁴⁶ Several days later the *Prescott Morning Courier* welcomed the new paper to its exchange list with the observations that it was "well gotten up, editorially and typographically, and bears the name of J. F. Michael, a well known printer and newspaper man, at its head as editor and proprietor. It is independent in politics."⁴⁷

The first issue came out on Saturday, August 13, 1892, and noted, among other things, that "Uncle C. T. Rogers [had] cut a fine crop of hay off his property, east of town," that the Odd Fellows and Masons were to organize in Williams very soon, and that the Knights of Pythias had already done so "last Thursday evening."⁴⁸ In April, 1893, the paper was advertised for sale in its own columns, and, indicating

⁴³ *Williams News* as related in Haskett, "Sheep Industry in Arizona," *op. cit.*, p. 38. The paper was edited by George U. Young at this time.

⁴⁴ E. S. Gosney, of Flagstaff, and the Arizona Wool Growers Association led the fight.

⁴⁵ *Williams News*, September 29, 1906. The paper, in error, gave his name as F. W. Michels. His name has often been spelled "Michaels."

⁴⁶ *Yuma Times* as quoted in the *Prescott Morning Courier*, August 15, 1892.

⁴⁷ *Prescott Morning Courier*, August 16, 1892.

⁴⁸ *Williams News* as related in the *Prescott Morning Courier*, August 16, 1892. Several guides to newspapers give other dates for the establishment, but they evidently have been given incorrect information. For instance, the *American Newspaper Annual and Directory* in 1918 gave 1892. Its successor, the *Directory of Newspapers and Periodicals* in 1931 gave 1891; in 1938, 1892 again; and from 1940 on it lists the date of establishment as 1889.

that it may have experienced troubles in its first year, the advertisement said the paper could "be bought very cheap for cash."⁴⁹ Michael, however, remained as editor and owner of the publication until 1896, when he sold out in January to George U. Young, at that time principal of the Williams public school.⁵⁰ Others who assisted in editing the paper in the nineties were J. Clarence Mahoney, associate editor in 1895, and C. Nick Stark, who occupied the same position in 1896. Young evidently kept the paper on a firm basis. The *Flagstaff Sun-Democrat* in September, 1897, stated: "Messrs. George U. Young and C. N. Stark, editors and managers of the magnificently illustrated *Williams News*, are doing a great deal for the advancement of their town with their ably edited and newsy paper."⁵¹ It was reported in July, 1898, that the "Williams Daily News has suspended publication," indicating an attempt had been made to publish a daily edition for a while.⁵² There, however, is no other mention of a daily having been published in Williams. The "suspension of the daily" coincided with Stark's resignation. Two weeks later it was said that "Sheriff R. H. Cameron and Deputy Sheriff Martin Buggeln . . . will shortly start another newspaper in Williams with the versatile G. Nick Stark at the helm as editor and Commander-in-Chief."⁵³ It was evidently only a rumor, as the paper was never established. In February, 1900, it was reported that Charles Canall of Flagstaff and "three other wealthy Democrats" planned to publish a weekly paper at Williams. The first issue was to appear on April 1, but this one, also, never came into existence.⁵⁴

The population of Williams in 1895 was estimated to be about 600.⁵⁵ Many of the citizens felt that the town should secure the advantages of a municipal government. Evidently unsuccessful efforts to have the town incorporated had been made previously, since on October 17, 1895, the Williams correspondent of the *Coconino Sun* reported:

It seems to be an assured fact this time, Williams is going to incorporate and do business right; is going to have electric lights. Thus we will have a little more light on, must we say shady deeds of some? No better not. Best leave that unsaid, for Williams is the best among them all. Incorporation means system and substantialness in every way, and the credit of Williams' citizens will be at par with other towns of her size at all times, never having over twenty men in the town at a time who do not want an office.⁵⁶

Two days later, on October 19, the Board of Supervisors considered a petition from the taxpayers of Williams, which read, in part:

. . . We and each of us whose names are hereto subscribed are resident taxable inhabitants of the town of Williams, Coconino County, Arizona Territory, and

⁴⁹ *Williams News* as related in *Prescott Morning Courier*, April 11, 1893.

⁵⁰ *Coconino Sun*, January 30, 1896. Young later served as Secretary of the State of Arizona and as Mayor of Phoenix.

⁵¹ *Flagstaff Sun-Democrat*, September 9, 1897.

⁵² *Flagstaff Gem*, July 14, 1898.

⁵³ *Ibid.*, July 28, 1898.

⁵⁴ *Coconino Sun*, February 3, 1900.

⁵⁵ *Flagstaff Democrat*, June 29, 1895.

⁵⁶ *Coconino Sun*, October 17, 1895.

that said town contains a population of more than five hundred inhabitants.⁵⁷

The Board, assured that two-thirds of the taxable inhabitants had signed the petition, incorporated the town. The metes and bounds of the town included all of the north half of section 33 and the south half of section 28, in Township 22 North, Range 2 East, Gila and Salt River Base and Meridian. M. Salzman, C. E. Boyce, J. C. Brown, C. S. McCormack, and A. F. Polson were appointed to serve as the town council "until their successors [were] duly elected and qualified."⁵⁸

The council met on October 22 and chose Max Salzman as mayor. T. A. Fleming was appointed city clerk and treasurer at a monthly salary of \$40. Thomas Smith, better known as "Tennessee Tom," was made city marshall at \$60 a month. An application for an electric light franchise was submitted at the first meeting and granted.⁵⁹

The Williams correspondent of the *Sun* indulged in a bit of poetry to greet the incorporation:

She was a maid; fair, but sedate
Won only by courting true and late;
Being won, she whispered in accents mild but firm,
Let's stop this nonsense and Incorporate.⁶⁰

He further turned his literary talents to depicting the advantages of incorporation as follows:

Yes, sir; Williams climbs the stump of metropolitan dignity, unfurls one leg to the air and in mighty tones proclaims to all Coconino county and to her friends in particular that she is a town, that her license is on the records, furniture bought and the entire family settled down to ideal housekeeping. No more can she be accused of bigamy or polygamy. No more can the 'belated jag' tramp dark and holey sidewalks endangering life and limb without some show in a damage suit. No more will the festive cow with tinkling cymbal, chew weeds at the dead hour of night, right up to the very side of our virtuous couch. No more will the collarless curs play football up against the side of our domicile, pitched there in the chasing conflict by the biggest dog. No. No. No more will we be compelled to risk our life and limbs pedaling the tricky bike over street crossings almost inaccessible [sic] except by the winged angels. No, all is peace, serenity and security. . . . The members of the new government have settled down to business and everybody stands ready to read ordinances galore, which means an incorporated, good city government, including law, order, cleanliness, good sidewalks, a general cleaning up of goats' hair, cows' hoofs, tin cans and 'jags' running on one side.⁶¹

The writer's closing lines, however, portended ill for incorporation:

Incorporation was a fact while many were indulging it only as a dream. As a consequence some excitement has been attendant this week regarding

⁵⁷ *Ibid.*, October 24, 1895.

⁵⁸ *Williams News* as related in the *Arizona Daily Star*, October 30, 1895. There were 103 names signed to the petition.

⁵⁹ *Coconino Sun*, October 24, 1895. To J. L. Davis and J. C. Phelan, it was later revealed. *Ibid.*, October 31, 1895. F. R. Nellis and Sanford Rowe both submitted requests for the important water franchise but it was tabled indefinitely.

⁶⁰ *Ibid.*, October 24, 1895.

⁶¹ *Ibid.*, October 24, 1895.

injunctions and other mysterious legal process, but, boys, you were caught napping, and bear with it, remembering the story of the 'Ten Virgins.'⁶²

Thus, even while the incorporation was being announced there were plans to nullify it. Nevertheless, the council members worked hard at their new responsibility, judging from an account of a meeting held three weeks after the initial session:

. . . Ordinances 13, 15, 16, 17, and 18, relative to justice court and city license were passed. Saloon license was fixed at \$100 a year; gambling \$25 per quarter; drays, single horse, \$5 a year; two horses, \$10; butchers, \$10 per quarter; fakers license, \$100 a year; drummers traveling for retail houses or agents, \$50 per year. Ordinance 14 relating to fire limits was referred to the committee on fire precautions and safety. The council is rapidly disposing of the vast amount of work necessarily arising from the [initial] steps in incorporation and, best of all, they are doing it without dissension among themselves.⁶³

The opposition, previously hinted at, was more evident by the end of November, but the reasons for the opposition are not entirely clear, nor do the records still available reveal who headed the element antagonistic to incorporation.⁶⁴ It was admitted, even by supporters of the incorporation, that the action had been taken with inordinate haste. Then, too, some individual or individuals, it was implied, were exaggerating the expenses which would be incurred through being incorporated and were thus arousing resentment. The complaints against certain ordinances which imposed taxes upon various enterprises in the town seemed to be the only opposition given public notice. Sid Ferrall, manager of the opera house, for one, protested that it would be impossible to continue business if the \$50 tax for show privileges were not removed. The saloon keepers lamented against the "excessiveness of the saloon license" but the harried council members took no action. C. E. Boyce had resigned from the council by November 28; apparently by that time he was in opposition to the incorporation. By December the opposition had definitely decided to take the controversy into the District Court. When the case was brought to a hearing on December 23, 1895, Ferrall, Hoffman (a saloonkeeper), and Boyce were among those who testified for the plaintiff.⁶⁵ A. A. Dutton and F. R. Nellis, members of the Board of Supervisors, appeared for the defense and testified to the action of the board. The court declared Williams illegally incorporated, and it was to be "perpetually restrained and prohibited from exercising or causing to be exercised, any corporate powers, franchises and functions of whatever kind or nature."⁶⁶

⁶² *Ibid.*, October 24, 1895.

⁶³ *Ibid.*, November 14, 1895.

⁶⁴ Unfortunately the records of the court trial which resulted in the incorporation's being declared illegal (*Territory of Arizona in Complaint of J. W. Ross v. The Town of Williams*, Case No. 225, Fourth Judicial District, Arizona) seem to have disappeared from the files of the Coconino County Court House. The testimony was mostly documentary.

⁶⁵ *Territory of Arizona in Complaint of J. W. Ross v. The Town of Williams* (Case No. 225) Fourth Judicial District, Arizona. Other witnesses for the plaintiff were C. A. Bush, Sanford Rowe, J. L. Burrow, and J. W. Ross.

⁶⁶ *Coconino Sun*, December 26, 1895.

Perhaps the real reasons behind the move for disincorporation are unknown. The desire of the Saginaw Lumber Company to remain outside the town limits may have provided part of the opposition. It is true that when the town was reincorporated in 1901, the metes and bounds were redrawn to exclude the sawmill, box factory, and other appurtenances of the lumber company.

There was some agitation for reincorporation, by the *Williams News*, at least, during the remainder of the decade, and in 1900 a petition was once again reported to be ready for submittal to the Board of Supervisors.⁶⁷ But it was another year before the town finally achieved municipal status.

The incorporation in 1895, although it lasted for only two months, at least initiated a move for the establishment of a power plant at Williams. Several years passed, however, before a system was installed for the town. The Saginaw Lumber Company acquired a power plant in the latter part of 1897, which provided current not only for the mill but for the company houses.⁶⁸ Construction of a private plant to supply the town was to start in October, 1895, but disincorporation evidently interrupted these plans. In late 1897 or 1898, C. E. Boyce and J. C. Brown constructed a plant on Bill Williams Avenue just west of Sixth Street.⁶⁹ If Brown originally had an interest in the plant he evidently had disposed of it to Boyce before November 1, 1899, when Boyce sold the plant and appurtenances of the company to Prince A. Melick and James Walsh.⁷⁰ Melick and Walsh operated the plant as a partnership under the name Grand Canyon Electric Light and Power Company.⁷¹

The problem of securing an adequate water supply was apparently the most important one confronting the town. Many efforts to provide a dependable supply had been made. Dams were erected and wells were sunk, but the town continued to have a shortage whenever the region experienced an extended dry spell. A number of successful wells had been sunk within the town, but they often failed to produce a sufficient supply of good water if the winter snows were light and the usually heavy rains in July and August failed to materialize. Most attempts to locate well water were unsuccessful. It has been said that the water flows away beneath the porous rock which underlies the

⁶⁷ *Flagstaff Democrat*, July 7, 1898; *Flagstaff Gem*, November 17, 1898; *Coconino Sun*, May 26, 1900.

⁶⁸ *Flagstaff Sun-Democrat*, September 2, 1897; Boyce to Fuchs, February 15, 1952.

⁶⁹ Boyce (Boyce to Fuchs, February 15, 1952) states: "When C. E. Boyce wanted lights he and J. C. Brown, mgr. of mill, organized, built and operated the Williams Light Co. plant in 1897." On September 1, 1898, the *Flagstaff Democrat* noted: "Williams is to have an electric light plant to cost ten thousand dollars."

⁷⁰ *Coconino County Deeds*, Bk. 7, p. 309. The sale included lots 1, 2, 3, 4, and 5, block 11.

⁷¹ Boyce to Fuchs, February 15, 1952. James H. Hudson was the first manager of the plant.

ground in that volcanic area.⁷² When the few wells which normally supplied Williams could not provide sufficient water it was purchased from the railroad and hauled to the town in tank cars if the railroad's reservoir had an insufficient supply.

The first water system was provided and operated by Ferd Nellis as a private enterprise. His source of water was a well located near the present American Legion building on the south side of Grant Avenue west of Fourth Street.⁷³ Nellis constructed elevated tanks and laid pipes directly to the homes he had contracted to serve. When Nellis started his system does not appear in the records, but in 1893 he extended it to the point where it was thought the town would soon be able to dispense with the water wagon. Actually it was many years before the wagon was no longer needed. In the eighties and nineties water often had to be hauled in by the railroad; it was sold at fifty to seventy cents a barrel, and the water wagon was apparently a familiar sight in Williams.

In 1893 a public well was dug at the intersection of Grant Avenue and Fourth Street, which was to be maintained by the road overseer.⁷⁴ Another was located near the corner of Bill Williams Avenue and Fourth Street.⁷⁵ The railroad, which had erected a dam in the eighties to provide for its needs, continued its water development at Williams during the nineties. In 1892, a new dam at the site of their reservoir was built at a cost of \$10,000.⁷⁶ Stone for this project was hauled from Holbrook. The dam was enlarged and the reservoir capacity increased in 1894. The new capacity was said to be forty-two million gallons. Estimates of the cost ran from \$20,000 to \$60,000.⁷⁷ The dam was completed about October 1, 1895, and not only aided the railroad to fare better in dry years, but provided an additional source of supply for the town as well. Of course, the water had to be purchased from the railroad and in very dry seasons the supply was insufficient even for the railroad's requirements.

Another consumer of large quantities of water at Williams was the Saginaw and Manistee Lumber Company. Much of its supply was obtained from a reservoir impounded by the Phelan dam. This dam, constructed north of the railroad around 1896 by J. C. Phelan, held about six million gallons, of which the lumber company used nearly twenty thousand gallons a day. The town may also have received water from this source.⁷⁸

⁷² *Prescott Weekly Courier*, June 13, 1884.

⁷³ *Williams News*, December 1, 1938.

⁷⁴ *Minutes of the Board of Supervisors*, Bk. B-2 (Coconino County), p. 125.

⁷⁵ *Williams News*, December 1, 1938.

⁷⁶ *Coconino Sun*, June 2, September 1, 1892.

⁷⁷ *Flagstaff Democrat*, April 6, June 29, 1895.

⁷⁸ *Portrait and Biographical Record of Arizona*, p. 484. This account claims the town received most of its water from the Phelan Dam—a claim contradicted by many newspaper items contemporary to those days. The size of the reservoir of water impounded makes it extremely unlikely that the Phelan Dam ever supplied the town to any great extent if it furnished the mill with the quantities

There were other attempts to provide a steady supply of good water for the town during the nineties. Sanford Rowe, who had had considerable experience in well digging for the railroad, struck water on South Third Street (on the hillside) in September, 1896, and caused considerable excitement. The flow was said to be "immense" and the water "crystal clear," and it was reported that the elevation of the well would enable the entire town to be supplied direct.⁷⁹ The predictions for this well seem to have been optimistic, however.⁸⁰

C. E. Boyce, it is said, dug a well on land purchased in "Rogers Meadow," near the intersection of Grant Avenue and Eighth Street, where he erected his own water works for the Grand Canyon Hotel and his other buildings. This system was mainly for fire protection although it may have been utilized for drinking purposes. The well was said to be in use in 1933.⁸¹

Several companies were established during the late nineties to provide water on a more substantial scale, but apparently no water was delivered. In December, 1898, the Owens Water Company was incorporated, but little or nothing seems to have come of that.⁸²

C. E. Boyce and others incorporated the Williams Water Company in March, 1899, with the object of constructing "reservoirs, dams, and waterworks for the town of Williams."⁸³ The plan of this company was to ditch water from Dog Town Wash., southeast of Williams, to "Dry Lake," three miles east of town. From there the water was to be piped to Williams. Much of the work on this project was completed, but after incorporation of the town in the early 1900's the council refused the company a franchise and the idea was abandoned.⁸⁴

There is record of severe water shortages at Williams in early 1893 and in 1899. In February, 1893, the *Sun* stated "the water famine along the railroad is over, . . . the reservoir at Williams has about 18 feet of water in it, and the water train to that point has been taken off."⁸⁵

claimed. This dam was leased by the Saginaw company in the early 1900's. The town did have a lease on it in the 1930's, but resold the water to the lumber mill.

⁷⁹ *Arizona Daily Star*, September 26, 1894.

⁸⁰ This may have been the well, located on the property of Martin Buggeln in August, 1916, from which water was then being piped to the public school. Buggeln's well was at Third Street and Hancock Avenue. See *Williams News*, August 17, 1916. Rowe is perhaps best remembered for his well near the Grand Canyon at which he later developed and operated an auto camp. This property, known as "Rowe's Well," was developed and owned in partnership with Ed Hamilton from 1914 until Rowe disposed of his interest a short time before his death in October, 1929. *Ibid.*, October 18, 1929.

⁸¹ *Ibid.*, September 15, 1933. This account states that Boyce had a water tank near the George Barney residence at Sherman Avenue and First Street. Probably this was a storage tank to supply his hotel.

⁸² *Flagstaff Gem*, December 29, 1898. The incorporators were John S. Owens, Minor Owens, and John E. Gilson.

⁸³ *Coconino Sun*, March 4, 1899. The incorporators were C. E. Boyce, J. C. Brown, J. M. Dennis, Max Salzman, and E. M. Doe. The corporation was capitalized at \$50,000, divided into 500 shares at \$100 a share.

⁸⁴ *Williams News*, February 15, 1929.

⁸⁵ *Coconino Sun* as quoted in the *Prescott Morning Courier*, February 13, 1893.

The town, in 1899, requested several carloads of water from Flagstaff. The Saginaw Company that year had water hauled from Chalender to its mill at Williams.⁸⁶ Efforts to find a substantial underground flow continued. In April, 1900, a newspaper article, under the heading "More Valuable Than Gold," described at considerable length, the discovery of an underground flow of water near the "waterless Town of Williams." It noted that for the past two years the railroad company had supplied Williams with all the water it used at seventy cents a barrel. Now, the article continued, two water experts from Denver, who had been brought to Williams by local men, had struck a "running stream of water . . . in what is known as 'Lamb's Park,' a quarter of a mile southwest of town." The account closed with the observation that "it's a find worth a million, and as it is situated some thirty feet above the town, comment as to the immense benefits are unnecessary."⁸⁷ Unfortunately, the next issue of the paper carried the following laconic statement:

The underground stream of water which was reported as being struck in Williams last week did not prove to be water.⁸⁸

The shortage at Williams at that time, however, was soon relieved by copious rainfall, and Williams had an abundant supply of water for the first time in almost two years.⁸⁹

Not only was the quantity insufficient at times, but also the quality often left much to be desired, particularly in the hot summer months. In June, 1895, for instance, water from several wells, including a sample from the "town pump," was sent to professors of chemistry at both Harvard and Yale universities for analysis. The professors, reported the *News*, claimed it was

. . . the worst water that has ever been submitted to them for examination; that it is unfit for use without thorough boiling and that the people should be urged to adopt some method of purification before using.⁹⁰

The *News* said the residents should heed this advice, as bad water probably was the cause of the rheumatism and kidney diseases so prevalent in that part of the country.

During the nineties a number of disastrous fires occurred which might have been averted had the town possessed an adequate water system and fire protective equipment. In July, 1895, the two blocks on Railroad Avenue (Front Street) between Second and Taber Streets were entirely destroyed. The loss was estimated at ten thousand dollars. Among the many losses was the butcher shop of C. E. Boyce and the county branch jail.⁹¹ Less than a year later, on July 19, 1896, a resi-

⁸⁶ *Coconino Sun*, May 6, 1899. The water was piped two miles to the station at Chalender and hauled by the Santa Fe to Williams.

⁸⁷ *Ibid.*, April 7, 1900.

⁸⁸ *Ibid.*, April 14, 1900.

⁸⁹ *Ibid.*, May 5, 1900.

⁹⁰ *Williams News* as quoted in the *Coconino Sun*, June 20, 1895.

⁹¹ *Coconino Sun*, July 11, 1895. The fire started in a tailor shop (Altman's), spread to a saloon (Boyce owned the building), and then east through the two blocks. The fire occurred on the morning of July 11. The burned jail, located on the corner of Railroad Avenue and Taber Street, was replaced by the following October.

dential block on the west side of Williams burned with a loss of five homes. It was claimed all that saved the town was "hard work on everyone's part, aided by the complete hose line of the Saginaw Company." This fire, which resulted in a loss of five to ten thousand dollars, was started by a spark from the dust burner of the Saginaw Lumber Company's box factory. The following year another fire burned several saloons and a number of other business houses. Sanford Rowe's livery stable was among the places destroyed.⁹²

These costly fires probably increased the desire for incorporation, and the one in July, 1895, may have been closely connected with the demand for incorporation that year. Despite the obvious need for fire limits, an adequate water system, and other protective measures which supposedly would come with incorporation, there was never sufficient cooperation to procure a legal incorporation until practically the entire business section of Williams had been destroyed by fire in 1901.

Cooperation was evidenced in other ways during the nineties, however, especially in extending transportation facilities. Williams had manifested little interest in the Grand Canyon region before 1890, although a few of its citizens had prospected there. In April, 1890, Williams had petitioned the county board of supervisors to survey and establish a road between there and the Grand Canyon. The Williams correspondent of the *Arizona Champion* stated:

[The petition] alleges that Williams is the nearest and most practicable point from which such road can be built. Alleges that an all the year around route for tourists can be opened a distance of 55 miles from Williams to the most imposing portion of the Grand Canyon. Alleges that other routes east cannot be made passable during the winter season without making a detour of the San Francisco mountains and that the proposed route from Williams shortens the distance over twenty miles than that of any other route now open, with the single exception of Peach Springs, which is practicably of no use whatever in showing up the wonderful scenery of the canyon. The petition is numerously signed and strong hopes are entertained that it will receive some recognition.⁹³

A few weeks later the *Champion* reported: "The Board of Supervisors of Yavapai county with their usual generosity, have refused to extend the wagon road of district 24, which leads to the Grand Canyon, and, of course is no benefit to Prescott."⁹⁴

By the middle nineties, though, there were at least two roads leading from Williams to the Canyon. One led to Bass' Camp and the other to the head of Bright Angel Trail, about twenty-five miles east of the point where the former reached the Canyon. The latter, a county wagon and bicycle road, was established to the Canyon sometime prior to August, 1895, probably shortly after Coconino County was created in 1891. In Williams this road crossed the railroad track by way of First Street extended north of Railroad Avenue, until late in 1895. Then the citizens petitioned the county board of supervisors

⁹² *Flagstaff Sun-Democrat*, June 3, 1897. The fire started in a "house of ill-fame on Front Street" at 2 a.m., June 2, 1897.

⁹³ *Arizona Champion*, April 24, 1890.

⁹⁴ *Ibid.*, May 24, 1890.

to close this crossing and put one in at Third Street. The Atlantic and Pacific officials said they could not do that but could put a street crossing half way between Second and Third streets. This was agreed upon, and the new crossing was opened that year.⁹⁵

William W. Bass, owner of the aforementioned Bass Camp, is closely connected with the history of the Canyon as a prospector and, after 1891, as a tourist guide. Bass came to Williams in 1883. He visited the Canyon for the first time in September of the same year, but did not take up residence there until about 1889.⁹⁶

As with Bass, it was the mineral resources of the Canyon which first attracted the citizens of Flagstaff and Williams to the area. The Atlantic and Pacific Railroad Company, however, started to exploit the Canyon as a scenic attraction as soon as their line was completed in 1883. Peach Springs was then the chief access point.⁹⁷ But, in 1885, Captain John Hance and William Hull, of Flagstaff, began catering to the tourist trade. They erected a cabin on the rim of the Canyon, which was reached by a road from Flagstaff. Until about 1889, this road served as the principal means of entry to the Canyon. Other Flagstaff citizens soon conceived the idea of building a railroad to the rim. Companies were organized on several occasions to carry out this project, but the fame of the Canyon had not yet spread far enough for the plan to be a success.⁹⁸ Even though the town of Flagstaff (in 1891) offered considerable moral support and promised financial aid from its citizens, it could not interest a sufficient number of investors.

By this time, Williams had evinced great interest in the possibilities of the Canyon as a tourist attraction. In September, 1891, Bass started a regular stage service between Williams and the Grand Canyon.⁹⁹ A line from Flagstaff to the Canyon began operation in May of the following year, however, and was the one endorsed by the Atlantic and Pacific Railroad.¹⁰⁰

Others from Williams besides Bass began to engage in mining activities near the Canyon. The town then fully awakened to the possibilities of developing a lucrative tourist trade and in 1897 made its own bid for the railroad to the Grand Canyon. The problem of secur-

⁹⁵ *Minutes of the Board of Supervisors*, Bk. B-2 (Coconino County), pp. 285 and 288. This road, after it crossed the tracks in Williams, evidently went north to the present Edison Street in the Scott Addition, thence east to the present Humboldt or Airport Road, thence north to the Canyon.

⁹⁶ Margaret M. Verkamp, "History of Grand Canyon National Park," unpublished Master's thesis (University of Arizona, 1940), pp. 26-27.

⁹⁷ This route was used until 1901, because it was an all weather route. *Ibid.*, p. 38.

⁹⁸ The Flagstaff and Grand Canyon Railroad organized in 1886 was the first of these.

⁹⁹ *Coconino Sun*, September 5, 1891. A year later Ferd Nellis evidently started another line to the Canyon, which left Williams at noon on Mondays, Wednesdays, and Fridays. *Ibid.*, September 19, 1892. Verkamp (*op. cit.*, p. 40) says that Sanford Rowe, the Williams livery stable owner, took over Bass' stage in 1892.

¹⁰⁰ C. A. Higgins, *New Guide to the Pacific Coast*, p. 134.

ing investors was approached from another angle. In the first place, the advantages of a railroad to the mining interests were recognized and stressed in the campaign to gain backing for the road. Moreover, those interested in having the road built from Williams realized that a substantial cash subsidy would accomplish more than many vague promises. In 1894, the citizens contributed a thousand dollars to finance the preliminary survey of the road. This survey was commenced in late November, but no further positive action was taken until 1897, when the Chicago firm of Lombard, Goode and Company, which had various mining claims in the Canyon region, was convinced of the practicality of the railroad.¹⁰¹ They organized the Santa Fe and Grand Canyon Railway Company on July 31, 1897. One account claims that construction was started in March, 1898; another states that grading of the road did not begin until June, 1899.¹⁰²

Lombard, Goode and Company, in anticipation of a substantial output from their copper claims, erected a fifty-ton smelter at Williams, which was completed around June, 1898; in July the first consignment of ore was delivered to the smelter.¹⁰³ Williams anticipated a mining boom, but this was probably the last, as well as the first load of ore to arrive there for processing in the nineties. Some claim the smelter never went into operation. It is certain that little more than sample shipments were received there in the nineties, as the copper mining operations soon ended—for a while at least. The ore at the principal mines gave out and the company's reason for building the railroad vanished. Construction stopped in July, 1900, about eleven miles short of the Canyon. The company had borrowed heavily, on the basis of their future output, to finance construction and it could not pay its creditors, including many citizens of Williams. The principal creditors there were: Polson Brothers (Frank and August), James Walsh, Max Salzman, Saginaw and Manistee Lumber Company, J. M. Dennis Lumber Company, and the Arizona Central Bank.¹⁰⁴ The money lost by Williams people alone was said to have been about two hundred thousand dollars.¹⁰⁵ Most of the loss was to the Santa Fe and Grand Canyon

¹⁰¹ *Coconino Sun*, November 12, 1894. In July, 1897, this company, according to the *Flagstaff Sun-Democrat* (July 22, 1897) had four mining camps—one at Anita, 14 miles south of the Canyon, one at Rowe's Well, the "Hogan and Ward camp" on the rim, and the "Marshall and McClure claims" about eight miles from the Canyon. W. O. ("Bucky") O'Neill, of Prescott, and later of Spanish-American War fame, is said to have sold his copper claims near Rowe's well to this company after he had influenced it to build the railroad to help develop the mines and to transport the ore to a smelter. Verkamp, *op. cit.*, p. 32.

¹⁰² *Ibid.*; *Coconino Sun*, June 24, 1899.

¹⁰³ *Flagstaff Gem*, July 28, 1898.

¹⁰⁴ *Coconino Sun*, September 1, 1910. The contractor, R. R. Coleman, of course, was the largest creditor. McClintock (*op. cit.*, III, pp. 192-195) claims that George U. Young, then editor of the *Williams News*, lost more than \$75,000 on the project. According to this source, Young was one of the originators of the idea for the railroad, along with "Bucky" O'Neill.

¹⁰⁵ *Williams News*, July 6, 1901.

Railroad Company and the remainder to the Tusayan Development Company.¹⁰⁶ Some of this amount was recovered, however.

Liens amounting to \$120,000 were filed against the two companies in July, 1900, shortly after construction had stopped. Those against the railroad were allowed by the court, though in much smaller amounts, a year later. A settlement of these claims was made just prior to the sale of the road, and it was reported that the creditors received larger amounts than the court had ordered.¹⁰⁷ Nevertheless, many still lost a substantial portion of their investments.

A receiver for the railroad was appointed in August, 1900, and the road was sold to agents of the Santa Fe system on July 18, 1901, for \$150,000. The road was then completed and operated separately as the Grand Canyon Railway Company.¹⁰⁸ The line, of course, was controlled by the Santa Fe system. The first scheduled train to travel from Williams to the Grand Canyon made the trip on September 17, 1901.¹⁰⁹

Williams, in this period, had aspirations of being served by another railroad, construction of which started in late 1898. The *Sun*, in September of that year, said: "The Saginaw Lumber Company, of Williams, has commenced the extension of its road six miles further south, and it is the intention at some future time to extend the Saginaw Southern to Jerome."¹¹⁰ The following month it was reported:

Williams is just now the storm center of railroad building in Arizona. From all accounts the Saginaw Southern Railroad company, which filed articles of incorporation a few weeks ago, is pushing construction in a commendable way. . . . The president and general manager of the company, J. C. Brown, is pushing work with his well known vigor. . . . The building of this road means much to Williams, both now and in the future, as the construction work means great earnings for employes. Again, the road will tap a virgin forest of pine owned by the Saginaw Lumber company, and now inaccessible, owing to the distance and expense of transportation.¹¹¹

The line, however, never became more than a logging railroad for the Saginaw Lumber Company, although in early 1901, and again in 1909, it was rumored that Williams and Jerome were to be connected by rail, utilizing the "old Saginaw Southern right-of-way."¹¹² Again, the

¹⁰⁶ The records are not clear as to the owners of this company. It may have been the name under which Lombard, Goode, and Company operated their copper claims at Anita.

¹⁰⁷ *Ibid.*, July 13, 1901.

¹⁰⁸ Verkamp, *op. cit.*, p. 34. The purchasers incorporated under that name on August 10, 1901.

¹⁰⁹ *Williams News*, September 21, 1901.

¹¹⁰ *Coconino Sun*, as quoted in a newspaper clipping (name missing), dated September 20, 1898, in the "Railroad scrapbook" in the files of the Sharlot Hall Museum, Prescott, Arizona.

¹¹¹ Newspaper clipping dated October, 1898, in the "Railroad scrapbook" in the files of the Sharlot Hall Museum, Prescott, Arizona. The incorporators were: John C. Brown, George C. Wharton, Max Salzman, William Cutting, Charles F. Roberts, and Edward M. Doe. The corporation was capitalized at \$250,000. Brown had \$249,500 worth of the capital stock and the others held \$100 worth each.

¹¹² *Jerome News* as reported in the *Coconino Sun*, May 18, 1901; *Williams News*, May 1, 1909.

railroad failed to materialize. The town, however, acquired a number of other new facilities in the nineties.

The first telephone exchange for the town's use was installed late in that period. Charles Canall, an electrician from Flagstaff, had made an experimental connection between Williams and Flagstaff as early as December 3, 1893.¹¹³ A year later he erected a permanent line from the railroad depot to the office of the Saginaw Lumber Company.¹¹⁴ Another line, in July, 1897, connected the J. M. Dennis Lumber Company at Williams and its sawmill at Walker, about eighteen miles distant. In 1899, Canall constructed an exchange to serve the town. Only local service, however, was provided by this system.

A Western Union telegraph line had been constructed to Williams along with the Atlantic and Pacific Railroad in the eighties. The Postal Telegraph Company started construction of the second line to Williams in August, 1894, and opened an office there in November.¹¹⁵ Another service for the town was acquired in September, 1899, when the Arizona Central Bank, of Flagstaff, established a branch office in Williams.¹¹⁶

Many lodges and other social groups were organized or active during the nineties in Williams. They provided recreation, carried on service programs, and lent a greater aspect of refinement to the lumber town. The veterans of the Grand Army of the Republic met and organized Sedgwick Post No. 10 on February 16, 1894.¹¹⁷ A Sisters of Pythias lodge was started on February 19 of the same year, and affiliated with the Knights of Pythias Lodge No. 14 of Williams. The Williams trap shooting club, first organized early in the eighties, was still competing against similar clubs from Flagstaff, Winslow and other towns of northern Arizona. A social and literary club was started in September, 1895. In 1892, a brass band was organized and eight hundred dollars was raised for uniforms and equipment; Flagstaff later conceded that Williams's "neatly uniformed" organization was "unquestionably . . . the champion band along the A. & P. line."¹¹⁸ Mention is made in 1893 of a Williams Athletic and Social Club, and the following year the "new Williams dramatic club . . . [made] their initial bow in 'A Noble Outcast.'"¹¹⁹ In 1896, the "great Wallace show" stopped at Williams—one of the first times a circus played the town. A typical Fourth of July celebration was held the same year, at which time "the Fort Whip-

¹¹³ *Coconino Sun*, December 7, 1893.

¹¹⁴ *Ibid.*, December 27, 1894. Canall was apparently an electrician for the Atlantic and Pacific Railroad at this time.

¹¹⁵ *Ibid.*, November 29, 1894.

¹¹⁶ *Ibid.*, September 9, 1899. Mr. Harry Pyle was manager. Arizona Central was founded in Flagstaff in 1887.

¹¹⁷ *Ibid.*, February 22, 1894. The first officers were: Commander, John Burrow; Senior Vice, A. Hoil; Officer of the Day, C. W. E. White; adjutant, R. L. West; Chaplain, Andrew Drake; Surgeon, John E. Farnsworth; Officer of the Guard, John W. Nellis; Quarter Master, George Irwin. The new post was installed by Captain W. A. Ogden.

¹¹⁸ *Ibid.*, November 8, 1894.

¹¹⁹ *Ibid.*, December 27, 1894.

ple band discoursed sweet music," Henry Fountain Ashurst read the Declaration of Independence, and the only thing that marred the gala ball that evening was the "inadequacy of the hall for the vast throng."¹²⁰

Many buildings which have played an important part in the history of the town were erected during this period. Among them was the First Methodist Episcopal Church (now the Methodist Community Church), which was erected in 1891 on the southeast corner of Sherman Avenue and Second Street, where it still stands. As related before, services had been conducted in Williams since the early eighties by this denomination. Not until April 5, 1891, however, was the church formally organized at Williams.¹²¹ The cornerstone for their edifice was laid on July 3, 1891, and the Reverend C. F. Spray of Prescott delivered the address at the ceremonies.¹²² The building was dedicated October 7 by Bishop W. F. Mallalieu.¹²³ In 1895, work commenced on a Catholic church under the direction of Father Freri of Flagstaff.¹²⁴ The following year plans were made for an Episcopalian church, which, when completed, was to be under the direction of the Reverend E. A. Osborn, formerly of Gallup, New Mexico.¹²⁵

Another landmark of Williams, the Grand Canyon Hotel, was built in the early nineties by C. E. Boyce. It was located on Bill Williams Avenue at Second Street, where it is still in operation. The plans for the building were finished in June, 1891, by Samuel E. Patton, a very successful architect and builder in those days. Started in July or August of the same year, it opened its doors to the public in January, 1892, and was the first substantial hotel to be erected in Williams.¹²⁶ Two years later Boyce added a two-story veranda to the hotel.¹²⁷

¹²⁰ *Flagstaff Democrat*, July 6, 1896.

¹²¹ *Williams News*, October 9, 1941. There were twelve charter members.

¹²² *Coconino Sun*, June 27, 1891.

¹²³ *Williams News*, October 9, 1941. The *Coconino Sun* in February, 1892, stated: "Williams and Winslow now have regular church services. The pastor, G. E. Pooler, who has been appointed by the Methodist Missionary Society, will preach at these places on alternate Sundays. February 7 at Williams at 11 a.m. and 7:30 p.m. and at Winslow February 14, 7:30 p.m. This order will continue during the remainder of the year." *Coconino Sun*, February 4, 1892.

¹²⁴ On January 14, 1892, the following had appeared in the *Coconino Sun*: "Rev. Father Dolje is spending the most of his time at present in Williams superintending the erection of the new Catholic Church in that place." Evidently it was not completed, as the same source, on February 1, 1894, reported that "it is expected that a Catholic church will be erected in Williams in the near future. Lots have been secured and about \$300 have been raised and a subscription list is being circulated to raise the funds for the building."

¹²⁵ *Ibid.*, June 18, 1896.

¹²⁶ Boyce went to Chicago to purchase furniture for the new hotel in December, 1891. "Boyce & Duff are the proprietors, and the new holstelry is called the 'Grand Canyon Hotel,' and it will be kept in first class style." *Ibid.*, January 14, 1892.

¹²⁷ Boyce leased his hotel to R. B. Casey (of Nevada) and his brother, H. C. Casey (of Ash Fork) in December, 1892. *Williams News*, as reported in the *Prescott Morning Courier*, December 6, 1892; A "Mrs. Ruby" had charge of it for a while in 1893, until December, when Boyce took over the management. *Coconino Sun*, December 7, 1893.

In January, 1892, Patton erected the first opera house in Williams.¹²⁸ Located on the northwest corner of Grant Avenue and Second Street, this building was the scene of many happy events in Williams in the course of the next decade.¹²⁹ No sooner had the opera house been finished than the Knights of Pythias, probably the first secret fraternal organization to be chartered in Williams, contracted with Patton to provide them a hall. He built a two-story addition, and by August, the Grand Canyon lodge of the Pythian order was occupying its new quarters in the upper story. One event held in the opera house in December, 1892, was commented upon as follows:

The annual ball was given by the order of railway conductors at Williams . . . was a grand affair. The music was furnished by the celebrated Fort Wingate military orchestra. The dancing program was a well chosen one, and the dance was highly enjoyed. The supper was an elegant one and about 650 guests sat down at the tables. The towns from Albuquerque to the Needles were represented. About twenty couples attended from Flagstaff, and the annual ball of the conductors will here after be looked forward to as one of the leading social events.¹³⁰

In succeeding years, the opera house featured such events as a Christmas Party sponsored by the Knights of Pythias for the town children, prize fights, and the Democratic Territorial Convention of 1896. When the trustees of Williams School District objected against using the school house for election purposes (in 1898), the Williams Opera House was substituted as the balloting site. Patton sold his opera house in June, 1894, to the Williams Opera House Stock Company.¹³¹ That organization operated the entertainment center until it was burned in the fire of 1901.

A roller skating rink was opened in 1895, and evidently soon became popular as a recreation center.¹³² It achieved more renown after 1901, however, when it was remodelled, subsequent to the destruction of the Williams Opera House, and served as the local opera house until another one was built in 1904. It was still in use as a hall for various events in 1910. Known as the "Silvernail Opera House,"¹³³ the building was situated on the east side of Fifth Street between Bill Williams and Grant avenues.

As the population grew, the school house which had served the community since the early eighties became too small to fill the needs presented by the increased enrollment.¹³⁴ A special election was held in Williams in September, 1892 to decide whether or not the county

¹²⁸ *Coconino Sun*, January 14, 1892.

¹²⁹ *Coconino County Deeds*, Bk 4, p. 96. On lots 18, 19, and six feet of the south side of lot 20, in block 15.

¹³⁰ *Coconino Sun*, December 29, 1892. The ball was given by the Aztec Division No. 85 Order of Railway Conductors. The following week the Brotherhood of Railway Trainmen likewise gave its annual ball in Patton's opera house.

¹³¹ *Coconino County Deeds*, Bk. 4, p. 96.

¹³² S. J. Stid was manager. *Coconino Sun*, October 3, 1895.

¹³³ After its owner, Commodore Perry Silvernail, a Williams attorney.

¹³⁴ See above, p. 58, footnote 122.

should issue bonds to provide funds for the erection of a new school house in District 2. The citizens passed the proposal with an overwhelming majority, and in October the board of supervisors ordered the issuance of \$3500 of negotiable coupon bonds.¹³⁵ A special levy was made in School District No. 2 to provide for retirement of the bonds. The building, a two-room brick edifice, was erected in 1894.¹³⁶ In 1895, Principal George U. Young and his staff prepared a plan for making it a graded school, which was adopted in October by the county board of examiners and the board of trustees of Williams district. By 1900, the school building was once again burdened by the increased enrollment, and the school trustees contracted for the addition of two rooms to the building. The improvements were completed by the opening of the fall term the same year.¹³⁷

In 1894, the Polson brothers, mentioned before in connection with the creditors of the ill-fated Santa Fe and Grand Canyon Railroad Company, arrived in Williams, and established a general merchandise business which soon became one of the larger enterprises in the town.¹³⁸ The Polsons first occupied a building which had just been completed by Dr. W. M. Johnston on Railroad Avenue. The following year an impressive new building on the northwest corner of Third Street and Bill Williams Avenue was erected.¹³⁹ The Polsons moved into their new store in December, 1895, at which time the *Coconino Sun* observed: "With the completion of this [store] Williams can boast of three general merchandise stores that would be a credit to any town."¹⁴⁰

The settled portion of the town expanded rapidly in this decade. The Scott, Taber, and Perrin additions to the town were opened.¹⁴¹ The census returns in 1900 did not list Williams separately, but by then it probably had a population between 1,100 and 1,200 persons.¹⁴²

¹³⁵ *Minutes of the Board of Supervisors*, Bk. B-2 (Coconino County), p. 71.

¹³⁶ *Flagstaff Democrat*, June 29, 1895. The cost was "nearly \$10,000" according to this account. There were 133 pupils enrolled at that time. The total assessed valuation of Williams school property was then \$12,350. It was designed and constructed by James S. Button, who came to Williams in 1892.

¹³⁷ *Coconino Sun*, August 11, 1900. The cornerstone was laid on August 1, 1900.

¹³⁸ Frank Polson later owned the Flying H Ranch north of Williams. In 1920, he sold his cattle interests, however, and then served as postmaster of Williams for the next twelve years. *Williams News*, December 14, 1944.

¹³⁹ This building faced on Third Street, which, it has been claimed, was then a busier thoroughfare than Bill Williams Avenue. *Ibid.*, December 1, 1938.

¹⁴⁰ *Coconino Sun*, December 5, 1895.

¹⁴¹ The Taber addition sometimes appears as "Taber City" and other times as "Taber Park Addition." The plats for Scott, Taber and Perrin additions were filed in the county recorder's office on January 18, 1893, April 25, 1894, and January 19, 1897, respectively.

¹⁴² In 1910, the Thirteenth Census shows the population of Williams town as 1,267; there were only 1,328 inhabitants in all of Williams precinct. U.S. Bureau of the Census, *Thirteenth Census of the United States; 1910. Population*, 1,171. However, Williams was credited with a population of 1,382 in 1901. See below, p. 108, footnote 144.

CHAPTER VI

COMING OF AGE, 1901-1910

Williams had experienced a steady growth in the nineties, chiefly because of the expanding lumber industry. By the beginning of 1901, however, it still lacked many of the advantages of a progressive community. Among the pressing needs were adequate protection against the ravages of fire, better law enforcement, the improvement and construction of streets and sidewalks, and more efficient public utilities, including a new water system. The achievement of these ends, of course, was mainly dependent upon the sanction to charge license fees and to levy other taxes. This right would only come with a legally established municipal government. Many had thought that these problems were about to be solved, when the town had been incorporated in 1895. However, the town had evidently not been ready to accept the responsibilities, as well as the benefits, of incorporation, and those most in opposition to the action were successful in having it declared illegal.

In subsequent years several attempts were made to have the town legally incorporated, but it was not until the town had been visited by a greater setback than that presented by the failure of the Santa Fe and Grand Canyon Railroad Company in 1898, that sufficient support could be mustered to achieve incorporation again. Prior to then the few improvements and conveniences had been provided by the efforts of public-spirited citizens and through whatever the county board of supervisors wished to bestow upon the area. Only after Williams was legally incorporated was it possible for a comprehensive program of civic improvement to be implemented. The story of Williams in the first decade of the nineteenth century includes a brief account of the disaster which led directly to incorporation and of the incorporation. The remainder of the discussion is devoted largely to the initial results of incorporation, all of which suggest that Williams was finally coming of age.

The calamity which shocked the town out of its complacency and instilled a strong desire for immediate incorporation occurred on Tuesday, July 2, 1901, at about two-thirty in the morning, when fire broke out in a general merchandise store¹ and spread rapidly to other buildings. In about an hour, thirty-six business houses, two hotels, and ten residences were consumed in the flames. The Grand Canyon Hotel, one of the few buildings constructed of brick or stone, escaped the conflagration.² The only stores remaining in town were the Williams

¹ The store of T. A. Fleming.

² *Williams News*, July 6, 1901. Among the larger losers were: M. Salzman, \$100,000 (general merchandise store); Polson Bros., \$50,000 (general merchandise); J. P. Parker, \$40,000 (Hotel Tolfree); *The Williams News*, \$12,000; William Hayward, \$12,000 (Hayward Hotel); George W. Matthews, \$10,000 (men's furnishings); T. A. Fleming, \$7,000 (general merchandise); and the Williams Opera House Co., \$6,000.

Hardware and Stationery Company, located in the Grand Canyon Hotel, and the drug store of F. W. Smith.³

The files of the *Williams News*, invaluable as a record of the town's history in the nineties, were lost in the blaze.⁴ The paper did not miss publication of an issue, however, and Editor George Young had new equipment on order "before daybreak."⁵

The calamity resulted in a demand for immediate incorporation of the town. Without a town government there was, quite naturally, no organized fire fighting unit. This, in conjunction with the lack of fire limits and an inadequate water system, had left the town very much in danger from fire.⁶ On January 7, prior to the fire, Williams had again petitioned for incorporation, but the requisite two-thirds of the taxable inhabitants had not signed and no action was taken by the Board of Supervisors. Now, within a few days after the fire, a petition was once again presented to the Board of Supervisors, which, it was said, unanimously prayed for incorporation. The people had finally decided that the advantages of incorporation outweighed the disadvantages.

On July 9, 1901, the Board incorporated the Town of Williams and appointed Harry Pyle, Joseph Johnston, George G. Wharton, Benjamin F. Sweetwood, and Ferd Nellis to serve as a common council until an election could be held.⁷ This time, however, the corporate limits excluded the Saginaw and Manistee Lumber Company's sawmill and box factory, which were located west of Seventh Street.⁸ In the words of the local editor, "It came to pass in the days of burden and grief that distressing experience dispelled the scales of blindness from the eyes of Wisdom and Wisdom saw and was convinced. . . . Williams is incorporated."⁹

The town council met within the week and elected Pyle as mayor; James Kennedy was appointed town marshal; D. L. Cunningham was given the position of city attorney; and W. L. Poole was made town

³ *Ibid.*, July 13, 1901.

⁴ No issues prior to July 6, 1901, have been located by the writer. Among the newspaper files at the University of Arizona, however, there is a delinquent tax list of Coconino County for the year 1896, which was printed as a *Supplement to the Williams News*.

⁵ The first issue (and probably several more) after the fire was printed for the *News* by the *Coconino Sun* in Flagstaff. *Coconino Sun*, July 6, 1901.

⁶ Of course the bucket brigade was employed, on which score the *Williams News*, after the July fire, provided a somewhat humorous comment: "As a fire fighter, Mrs. Joseph Johnson [was] unexcelled. She carried six and eight buckets at a time to the men, while great big hulks of horsemeat under disguise of men stood around and did nothing." *Williams News*, July 6, 1901.

⁷ *Minutes of the Board of Supervisors*, Bk. 1 (Coconino County), pp. 296-297. J. C. Phelan, of Williams, was chairman of the Board at this time.

⁸ Included within the corporate limits were the south half of section 28; the southeast quarter of section 29; the northeast quarter of section 32; and most of the original townsite in the northwest quarter of section 33, Township 22 North, Range 2 East.

⁹ *Williams News*, July 13, 1901.

clerk. The first ordinance to be passed by the appointed council provided for the imposition and collection of a license tax from all "persons, firms, and corporations engaged in [a] business calling or occupation" designated in the ordinance. Ordinance No. 2 established fire limits which included the area between Tabor and Fourth streets and Railroad and Grant avenues.¹⁰ It was mandatory that a permit be obtained either to build or to tear down a building within those limits. No time was lost, evidently, in procuring at least a minimum of fire apparatus for the town. By September 4, the city fathers had acquired a chemical engine and had entrusted the town marshal with the task of keeping it in condition for immediate use.

Five years and several disastrous fires later, however, the *News* proudly announced:

The Williams fire engine, after being out of commission for the past five years, has at last, by the orders of Mayor Attwood, been put in first class shape, and at a recent trial it proved to be one of the best in the territory. The people of Williams who are in need of fire protection should appreciate the work of Elmer Langin [the local blacksmith], who has, free of charge, accomplished a long felt want. We would also like to see the city council make some arrangements for a fire bell, as the six shooter alarm is out of the question, as our citizens refuse to turn out at night time on account of some would be tough discharging a six-shooter.¹¹

The statement was not entirely accurate, however, as there is record of the engine appearing at at least one fire in 1904, and, although the hose did break on this occasion, "the flames were under control before the charges were exhausted."¹²

Another big fire in this decade was evidently considered a blessing by some and, perhaps a calamity by other citizens of the "waterless town" of Williams. "Saloon Row" on the eastern end of Railroad Avenue (Front Street) was destroyed on February 17, 1903. Six saloons, one restaurant, and several small huts were lost. However, it was predicted that the final result of the fire would be an improvement in the town, "as a better class of buildings [would] be erected."¹³

On October 2, 1908, another fire destroyed a principal business block and resulted in a loss of about two hundred thousand dollars. Among the losses was the post office, the large store of the Babbitt Brothers,

¹⁰ *Ibid.*, July 13, 1901.

¹¹ *Williams News*, October 20, 1906.

¹² *Ibid.*, January 16, 1904. Mayor Ferd Nellis and Marshal Jim Kennedy wielded the lines on this occasion.

¹³ *Coconino Sun*, February 21, 1903. After the fire in 1901, many rebuilt on Bill Williams Avenue rather than on their former Railroad Avenue (or Front Street, as it was often called) locations, it had been claimed, because of so many saloons and shanties on the latter street. According to this account, it was at this time that Bill Williams Avenue replaced Railroad Avenue as the primary thoroughfare. The trend had evidently started sometime prior to 1901, however, since many of the important buildings lost in the July fire were located on Bill Williams Avenue.

and the Hill and Kennedy newsstand and Billiard hall.¹⁴ This was the last extensive fire in Williams for many years. Most of the fires since that date have been confined to one or two buildings, although there have been some large losses.

The incorporation may not have immediately resulted in as much fire protection as was hoped for, but there were certainly many beneficial results from the move. The appointed council had made a start toward solving the most pressing problems during the few months it was in office. Numerous ordinances were passed although the *News* had cautioned that one evil of incorporation was a "load of ordinances."¹⁵ The first municipal election of town officers was held on April 7, 1902. The five council members elected were: George W. Martin, Ferd Nellis, George H. Barney, C. M. Wolf, and George W. Matthews. James Kennedy was elected town marshal. E. G. Dubois and J. R. Twitty were elected town clerk and street supervisor, respectively.¹⁶ The *News*, just after incorporation in 1901, had also advised against the granting of absolute franchises, and the new council proved to be extremely reluctant to do so.

In regard to a water franchise, in particular, it hesitated to commit the town to any agreement which might later embarrass it, although the establishment of a sound water works system was probably the next most pressing problem after the fire limits had been decided upon. There was, however, considerable interest shown in the water problem both by companies and individuals. The Williams Water Works Company, which had started its project in the latter part of the nineties, made plans in late 1901 for extensive improvements on its canal to Dry Lake. A year later, in October, 1902, the company applied for a fifty year franchise and two years' time in which to develop a stipulated supply. It was denied the franchise, however, and the project was abandoned.¹⁷

F. R. Nellis, who owned the Williams water system, also was interested in obtaining a franchise, but he, too, was unsuccessful. Although the council, even when Nellis was mayor, was always disinclined to give financial support to his efforts to increase his supply, it was claimed that a reluctance to deprive him of his source of income had stood in the way of any water franchise being awarded.¹⁸

Nellis showed in 1904, however, that he was apparently as much concerned with obtaining a sufficient supply for the town as he was in profiting from his own water system. In August, 1902, James J. Gilson, the village blacksmith and owner of the Williams' Carriage Works, had commenced sinking a well on one of his lots. The well, located next

¹⁴ *Williams News*, October 3, 1908. The Grand Canyon Hotel provided emergency quarters for the post office in the lobby and Hill and Kennedy removed their remaining stock to the dining room of the same building.

¹⁵ *Ibid.*, July 13, 1901.

¹⁶ *Ibid.*, April 12, 1902. A total of 282 ballots were cast.

¹⁷ *Ibid.*, October 11, 1902.

¹⁸ *Ibid.*, July 11, 1908.

to his shop on the southwest corner of Bill Williams Avenue and First Street, was worked on in his spare time.¹⁹ In May, 1904, Gilson struck running water and many felt the town's water problem was solved. Nellis offered the use of his pipe line system to test the ability of the well to supply the town. He was then mayor and in a position either to forward the new project, at the expense of his own water enterprise, or to block the action. Perhaps in his desire to be fair he rendered a disservice, since all previous efforts at securing an ample underground water supply had proved futile. The majority of the citizens, however, including those on the town council, felt that the strike of water merited further development. The council voted the purchase of an option on the well for eight hundred dollars and agreed to pay three thousand more at the end of one year. The balance of the total price of ten thousand dollars was to be paid by the end of three years.²⁰ A pump was moved on to the property and arrangements were under way to bond the town in order that the pumping system and stand-pipe might be completed. "Gilson's great strike" soon proved to be merely another "drop in the bucket" toward solving the Williams water problem. The town council spent several hundred dollars more developing the well and after the council withdrew its support, various citizens contributed funds for further development. The county even contributed a small sum.²¹ The well never proved satisfactory, however. According to one who witnessed the development, Gilson had struck the underground drain of a spring which, after periods of heavy rain, used to emerge on the hillside in southeast Williams.²² By February, 1905, the town had released its option. Apparently the wisdom of the council in backing the proposition at all was impugned by some, since Nellis at a later date felt constrained to defend his action by asking: "What would they have said if we had not taken hold of the well? Nellis owns the water works; he has bought the rest of the council and don't want the town to have the well."²³

The loss to the town through the failure of the Gilson well did not amount to more than a thousand dollars, but once again the town found itself in the same predicament: still dependent upon the Nellis system, the uncertain supply from the few town wells, and whatever it could purchase from the railroad at considerable expense. The Phelan dam, which one writer claims was the main source of William's water in 1901, had apparently been leased to the Saginaw and Manistee Lumber Company sometime in 1902 or 1903.²⁴

¹⁹ The well was on lot 3, block 16. Gilson must have owned the three corner lots as his shop was on lot 1, block 16.

²⁰ *Ibid.* A loan of one thousand dollars was secured from the local branch of the Arizona Central Bank to purchase the option. The deed was placed in escrow.

²¹ *Ibid.*, August 20, 1904. By this date the county had contributed \$250 and the citizens \$450.

²² James Kennedy, personal interview, Williams, Arizona, September 8, 1951.

²³ *Williams News*, April 14, 1906.

²⁴ *Coconino Sun*, December 28, 1901.

This dam, north of town, had been washed out in the spring of 1903, however, and the reservoir had not refilled. There was another source of water at Williams which, if the town had wanted to give the owner a franchise, might have been utilized to supply the town at this time. This was the water impounded by the Kaufman dam, located about a mile south of town on a branch of Cataract Creek. This dam had been constructed sometime prior to 1902 by Jacob Kaufman and R. J. Arey in partnership with John Freeman, who had filed water rights on the canyon.²⁵ Freeman had evidently become dissociated from the venture prior to May, 1902, when Arey sold his rights in the "Kaufman and Arey dam" to Kaufman.²⁶ Since the Phelan reservoir had not refilled and the water in their own reservoir was getting low, the Saginaw and Manistee company availed themselves of an opportunity to lease the Kaufman water for several years.²⁷ Thus, Williams was deprived of that source. By the end of 1904, the *Williams News* was beginning to urge the construction of dams, but the town continued to use its wells and the Nellis system. The lumber company helped ease its own periodic shortage, however, by constructing a reservoir near the box factory to catch the overflow and leakage from the dams south of town. The company practically diverted the channel of Cataract Creek into this new reservoir. It is mentioned here since this reservoir helped provide for the lumber company, and thereby at a later date, released other water for the use of the town. The lumber company, at the same time, was building up its claim to the water from that canyon.

It is of interest to note that the destruction of the Phelan dam in 1903 had been a result of one of those rare occasions when Williams had more water than she had use for. Intermittent rains and snows in late March, 1903, had combined to fill all the dams above town and on March 30, about midnight, their overflow commenced flooding the town. No lives were lost, but the electric plant was submerged, placing the town in total darkness, and the waters carried away fences, sidewalks, and outhouses, and thoroughly soaked a great many more buildings. The chief damage was in the western end of town, although the water reached the main business section and only hasty barricading prevented the water from entering some of the business places. Besides the destruction of the Phelan dam, there was some damage to the Kaufman structure and a small wooden dam below the main Saginaw dam gave way.²⁸ This was probably the most extensive flood ever experienced by Williams and one of the few times in the history of the town in which the presence rather than the absence of water was the main problem. Many of the people, who had been awakened by the shrill whistle of the lumber company, spent the night in the brick school

²⁵ *Williams News*, February 6, 1909. Located in section 4, Township 21 North, Range 2 East.

²⁶ *Ibid.*, May 24, 1902.

²⁷ *Ibid.*, February 27, 1904.

²⁸ *Ibid.*, April 4, 1903.

house on the hillside or in the homes of friends who lived on higher ground.²⁹

The homes on the hillside in the south part of town were fine as a refuge in a flood. Unfortunately, though, during the early history of Williams, many of those who lived in that section had the disadvantage of being forced to secure all their water from the town pumps, since the Nellis system did not have sufficient pressure to reach them. In 1905, however, Nellis evidently raised one of his tanks and laid the additional pipe to make "life . . . more worth living on the heights."³⁰ Early in 1908, Nellis made further improvements on his system and offered to furnish water for fire protection free of charge if the town would build a reservoir above the school on the hill and lay the pipe line to his pumps. The town took no action on this proposal as it was in the midst of considering an application for a twenty-five year franchise by Frederick W. Smith who proposed to lay mains throughout the town to put in fire hydrants.³¹ Where Smith planned to procure his water was not revealed. The franchise to permit the laying of the pipes was defeated, however. The editor of the *News* denied himself the opportunity to preach a sermon, but suggested that those who had worked so hard to defeat the proposal, put forth an equal effort to get an adequate supply of water for the town. By now the *News* was for the acquisition of a waterworks "even if the city has to be bonded to do it."³²

In June, 1908, another company entered the water picture in Williams. The Grand Canyon Electric Light and Power Company, the local electric company which had formerly belonged to Melick and Walsh, incorporated on May 17, 1906, with Nellis as one of the members of the new organization.³³ In June, three interests, the Grand Canyon Electric Light and Power Company, F. R. Nellis, and Jacob Cauffman, proposed municipal ownership of the water and light plants to the town council. For the sum of seventy-five thousand dollars they offered the city the light plant, the Nellis waterworks, and the Cauffman dam and site. An election to vote the city the franchise and to provide for a bond issue of one hundred thousand dollars was proposed. Bonding was still not favored, however, and both Nellis and the light company then became interested in a private franchise. The power company offered to build a waterworks and operate it in connection with its present business. Apparently Nellis, who was in poor health, then decided to sell his waterworks to the Grand Canyon Electric Light and

²⁹ *Tucson Post*, April 4, 1903. This account claims the flood occurred on the morning of April 1.

³⁰ *Williams News*, August 5, 1905.

³¹ *Ibid.*, May 2, 1908.

³² *Ibid.*, June 6, 1908.

³³ Melick and Walsh dissolved their partnership on April 14, 1905. Walsh retired from the business. *Ibid.*, April 29, 1905. The incorporators of the new firm were Prince A. Melick, V. H. Melick, F. O. Polson, J. H. Hudson, and F. R. Nellis. *Ibid.*, June 9, 1906.

Power, which was also to take over the Caufman interests.³⁴ A special election was held, and the citizens favored granting the corporation a franchise. The power company in turn agreed to install fire hydrants and to lay water and sewer mains, all within a stipulated period. The *News* appraised the situation as follows:

In granting the franchise Williams has undeniably taken a step of gigantic proportions forward. When the new system is complete Williams will have water for all purposes, and splendid fire protection. The sewerage and water systems will make it possible to keep the town in a more sanitary and healthful condition. Beautiful lawns, trees and shrubbery will be possible, and it is safe to say that within a period of two years Williams will be one of the most beautiful towns in the territory.³⁵

In February, 1909, construction started on the pipe line to the Caufman dam, which was to be the main source of supply, supplemented, of course, by the Nellis system. The laying of water mains was soon under way, and by June the fire hydrants had been installed. The town procured fire hose, ordered several hose carts, laid plans to erect a fire house near the Odd Fellows' hall, and considered organizing a fire department.

All did not go as planned, however. The light and water company, in July, asked for an extension on the agreed time within which the sewer mains were to be laid in the town. Although an extension to May 1, 1910, was granted, little or nothing was accomplished, and by the middle of April, the company had already been accused of defaulting. It was the opinion of some that the town should purchase the company.³⁶ Although the pipe line to the Caufman reservoir had been completed, the company had not only failed to provide the sewer system but also had failed, according to the town council, to maintain pressure in the water lines adequate for fire protection. The company claimed they had not received money for services rendered and also argued that a fire alarm system was needed in order that the water could immediately be turned on when an alarm was sounded.³⁷

The citizens were also displeased over the rates for water as well as over the failure of the company to provide the much-needed fire protection and sewer system. The company first (in July, 1910) forced those who wanted cheap water for stock, garden irrigation, and lawns to connect into its lines from the dam and then in a short time raised the rates for water from that source.³⁸ Thus, by the end of 1910, although Williams had finally granted a water franchise, it was apparent that no satisfactory solution for the problem had been found.

³⁴ Nellis died in Des Moines, Iowa, where he had gone seeking medical aid, on September 1, 1908. *Ibid.*, September 5, 1908.

³⁵ *Ibid.*, August 8, 1908.

³⁶ *Ibid.*, March 19, 1910.

³⁷ *Ibid.*, March 26, 1910. It was sometimes necessary to turn the water off to reduce the pressure in the lines, the company claimed.

³⁸ *Ibid.*, July 9, 1910. The water rates for such purposes for water from the Nellis lines went to four dollars a month. Then, on October 1, 1910, the rate for water from the Grand Canyon Electric Light and Power Company mains was advanced from \$1.00 to \$2.00 a month. *Ibid.*, October 15, 1910.

The Grand Canyon Electric Light and Power Company, however, was more successful in its task of providing lights and power for the town. The company, then owned by Melick and Walsh, had installed the first electric street lights in Williams within three months after the town had been incorporated.³⁹ Although the plant was now and then shut down for as much as two months at a time, for repairs or improvements, it served the community fairly well. Once, in 1902, it was closed two weeks because of the lack of water, and in the following year, as already mentioned, the flood shut off the current for a brief period. Improvements were made in 1908, including the addition of a meter system. In 1905 the council entered into a contract with the electric company for a number of 1200 candle power arc lights to light the town and upon their installation the *News* commented: "The new electric lights—there are four of them—recently placed on high poles in various parts of town, are all right. Besides being an ornament, they do good service lighting up the streets."⁴⁰

The Walsh-Melick partnership was dissolved in April that year, it will be recalled, and the new owners incorporated in May, 1906.⁴¹ The improvements were reflected in the claim that at the start of 1908, the company represented a \$30,000 investment, whereas in 1901 it had been assessed at only \$6,875.⁴²

Although the fire, water, and power problems required much of its attention, the council was also occupied with the other problems which ordinarily confront a town. The town government was sustained chiefly by the income from license fees in the beginning.⁴³ In 1903, a street tax of two dollars was imposed upon the property holders,⁴⁴ but collections were poor and taxation continued to be little burden on the majority of the populace. As far as supporting the city went, according to one account, the saloon keepers bore most of the cost. It was claimed they provided three-fourths of all the money expended by the council, evidently from license fees. There was no tax on real or personal property. The only other big source of income was objected to by some who asserted that a large part of the funds spent on street lighting—which cost a thousand dollars a year then—were "wrung from the fallen women of the town, without any warrant of law."⁴⁵ The answer

³⁹ *Ibid.*, October 26, 1901. Thirteen lights were erected on corners throughout the town and seven more were to be put in within a few days.

⁴⁰ *Ibid.*, April 8, 1905. They were placed "on Second street, one on the corner between Sweetwood and Smiths' and J. B. Jones' places of business, and the other opposite the residence of Mayor Nellis. On Third street, a pole has been placed opposite Polson Bros.' store and another opposite the Parker cottage at the corner of Sherman avenue."

⁴¹ See above, p. 90.

⁴² *Williams News*, January 25, 1908.

⁴³ *Ibid.*, May 25, 1907.

⁴⁴ *Coconino Sun*, June 20, 1903.

⁴⁵ *Williams News*, May 18, 1907.

to this criticism was that they should expect to pay for the "privilege of plying their vices."⁴⁶

Williams still had a reputation for being a "tough town" at this time. Although it was largely unjustified, there was some basis for the accusation. Several members of the Mexican population provided an occasion for the local editor to delve on the tougher side of Williams in July, 1901:

There is a wine joint up at the western edge of town that should be suppressed. No liquor is sold stronger than wine, but that is the vilest 'Dago Red,' and would make a man assassinate his mother. This joint has been the source of many broils, especially among the Mexicans. Last Sunday evening two Mexicans, one armed with a pair of scissors, the other with a table fork, proceeded to make pepper-box lids out of each other. They were admirably succeeding when found by Deputy Sheriff Kennedy and Constable Hardesty, who arrested them and put them in the calaboose.⁴⁷

In February, 1902, members of the Western Canada Press Association passed through Williams on the railroad; one of the group wrote:

Williams is a unique town. It contains a population of about 1500 whose principal occupation seems to be gambling. There are numerous fine saloons in Williams, in which gambling games of all kinds, including roulette, faro, crap shooting, etc., are running constantly and more particularly on Sunday. There are said to be more shooting scrapes in Williams than [in] any other town of its size in America.⁴⁸

The *News* parried this taint on the character of Williams with an account written by one who had visited Williams in 1901, shortly after the fire:

It [Williams] has had a reputation as one of the "toughest towns" in Arizona, and there were visible evidences in the shape of numerous saloons, gambling houses, and other elements of dissipation and riotous living, without distinction of sex, that gather in mountain towns. But there were also evidences of civilization—churches and people of substantial character.⁴⁹

The writer went on to praise those people and the finer aspects of the town.

Prostitution continued to be a big problem. One of the ordinances, passed by the new council in 1901, provided for the regulation of bawdy houses and legalized the profession within a certain area. After a number of revisions of the boundaries, prostitution was legally restricted to the area east of First Street,⁵⁰ and north of Bill Williams Avenue. In 1909, the *News* boasted that "Williams had less saloons and immorality than other towns of its size in Northern Arizona where all the inmates of the houses of ill fame were compelled to leave."⁵¹ For some

⁴⁶ *Ibid.*, May 25, 1907.

⁴⁷ *Ibid.*, July 27, 1901.

⁴⁸ *Ibid.*, February 22, 1902.

⁴⁹ *Ibid.*, March 1, 1902. The *News* had pointed out in December, 1901 (it is interesting to note), "that things are doing in Williams is shown by the fact that out of eleven prisoners in the county jail the first of the week ten of them were sent from here." *Ibid.*, December 14, 1901.

⁵⁰ *Ibid.*, August 15, 1903. The boundary was established at Tabor Street in June, 1903, and then, in August, extended west a block to First Street.

⁵¹ *Ibid.*, July 31, 1909.

reason, however, most of the ordinances dealing with prostitution had been repealed by late 1910, and it was claimed that prostitutes were "infesting" the town.⁵²

The trouble experienced with Chinese opium smokers in the eighties and nineties was also still present. There is record of a raid in 1908 (in the east end of town), which resulted in the arrest of the proprietor and eight patrons of one "hop joint." Problems such as this, and others, resulted in agitation for the appointment of a night marshal by 1906. It was May, 1910, however, before the county officials appointed one for Williams. The citizens hoped for "a police force independent of the county officials" and made plans to appoint their own man. Also, an ordinance had been passed in October, 1909, permitting the creation of a police judge and a police court, but no action seems to have been taken on these matters before the decade closed.⁵³

The failure of the city officials to enforce certain ordinances consistently, can be seen in the following objections against the local government—which provide an interesting account of life in Williams at that time:

The ordinance prohibiting the discharge of weapons within the corporation limits, when they can be heard daily.

The ordinance prohibiting the deposit of filth upon the streets, alleys, and vacant lots; when it is done openly all over town.

The ordinance prohibiting riding or driving at a greater speed than six miles per hour; when every day we see riding at gallup [sic] speed.

The ordinance requiring a license tax to be paid on all dogs; whilst the town is overrun with dogs upon which no license has ever been paid.

The ordinance prohibiting prostitutes from residing south of Bill Williams avenue or west of Taber streets [sic]; when we see them scattered all over town, living door to door with the wives and families of our best people.

The ordinance prohibiting prostitutes and frequenters of, and employed in saloons, to be or go upon the streets between 4 o'clock in the morning and 8 o'clock in the evening in any loose or sloppy dress, or in any dress different from that worn by respectable females; whilst we daily see these women upon our streets, and even in our stores, advertising their business by their dress, and unfit to be seen by the young women of our town.⁵⁴

Williams also had a curfew law in those days. Passed in 1901, and aimed at preventing children under sixteen from loitering upon the

⁵² *Ibid.*, September 24, 1910.

⁵³ *Ibid.*, October 30, 1909. The justice of the peace could also serve as the police judge, under state laws. One of the persons associated with law enforcement during the early 1900's was Henry F. Ashurst, who was appointed to be one of the city attorneys on June 2, 1903, along with F. X. Steeves. *Ibid.*, June 6, 1903. Ashurst established residence in Williams in April, 1896, and shortly thereafter, in July, was made justice of the peace. In 1897, he was admitted to the bar by the Supreme Court of Arizona and started practicing in Williams. In 1902, he served on the territorial council. In January, 1905, after he had been elected District Attorney the previous year, Ashurst moved to Flagstaff. In 1912, he gained the long term as one of the two senators for the new State of Arizona. Jo Connors (ed.), *Who's Who in Arizona*, p. 686; *Williams News*, August 26, 1897; *Minutes of the Board of Supervisors*, Bk. B-2 (Coconino County), p. 325; Henry F. Ashurst to J. R. Fuchs, February 20, 1952.

⁵⁴ *Williams News*, August 20, 1905.

streets after nine o'clock in the evening, it was seldom enforced. Although in November, 1907, after complaints had been registered against children lingering around saloons and pool rooms and creating disturbances upon the street, it was announced that the curfew law was thereafter to be observed. The "Electric Light Company will remind the boys by blowing the whistle at 9 p.m.," the *News* stated.⁵⁵

Earlier in 1907 another step toward "respectability" had been manifested in Williams. This, however, was primarily a result of the new state law which prohibited both gambling and the employment of women in saloons. The games of chance and female entertainment which had been a part of saloon life in Williams since railroad construction days, were officially outlawed on March 31, 1907, at midnight. The *News* observed upon the passing of these institutions:

But little interest was manifested here in the closing of public gambling last Sunday night at midnight. Practically all the games in the city had been closed for some time, and when the clock struck 12 only a few interested parties were on hand to attend the death and burial of the tiger, so long and 'favorably' known in Williams. The nightingales had also ceased their songs some weeks since, and on Monday night but little difference was noted in the general appearance of things in and about the saloons.⁵⁶

Saloons had been affected by ordinances in a number of ways in the first ten years of incorporation. One ordinance regulated the location of saloons; another, passed in 1906, restricted their number to ten.

An ordinance to prevent persons from permitting their livestock to run at large in the town was passed by the common council on August 8, 1905, but was, oddly enough, bitterly opposed by some residents. Another ordinance, which strengthened the first, was passed a short time later. By January, 1906, sufficient pressure had evidently been exerted upon the council to cause it to repeal the laws restraining livestock from roaming the streets of Williams.⁵⁷ The council placed the original ordinances in effect again in May, however, and the *News* remarked:

Judging from the fight which has been made to allow cattle and horses to roam the streets and feed within the corporate limits, an outsider would think Williams indeed a sleepy town when the feed was better in the streets than in the adjoining country.⁵⁸

Other improvements relative to streets and sidewalks were made in this first decade after incorporation. An ordinance was passed prescribing certain standards of quality and uniformity for the sidewalks, which were still constructed of wood. By 1906, Williams was said to be getting the best system of sidewalks in the territory.⁵⁹ Street im-

⁵⁵ *Ibid.*, November 9, 1907.

⁵⁶ *Ibid.*, April 6, 1907.

⁵⁷ *Ibid.*, January 13, 1906. The impounding of four cows belonging to one of the council members may have had some effect on the decision, although he was charged only the cost of "taking up" and not for the feed. However, Kennedy, the town marshal, claimed the law was to be strictly enforced thereafter. *Ibid.*, November 11, 1905.

⁵⁸ *Ibid.*, May 19, 1906.

⁵⁹ *Ibid.*, February 10, 1906. They were eight feet in width throughout the business section and of heavy timber.

provements were ordered in July, 1910, which included construction of uniform grades on Bill Williams and Railroad avenues. The traffic along Railroad Avenue had been impinging on the Santa Fe railroad property for some years prior, and the new grade was planned to conform to the line as shown on the original plat of the townsite.⁶⁰ The roads between Williams and Flagstaff, and Williams and Ash Fork, were apparently in deplorable condition throughout much of this period, and, although that was the county's responsibility, it was a constant source of annoyance to many residents of Williams.

Another improvement during the first decade of the nineties helped to tie the county more closely together. The offices in Williams of the Arizona Telephone and Telegraph Company had burned in the fire of 1901, but new quarters were soon occupied next to *The Williams News* on Third Street.⁶¹ A long distance telephone line between Williams and Flagstaff was completed in September, 1901.⁶² The Grand Canyon Electric Light and Power Company purchased the telephone system at Williams in February, 1909.⁶³ Later that year, the Overland Telephone and Telegraph Company bought the plant from the electric company and took possession on February 1, 1910.⁶⁴ Overland improved the service between Williams and Flagstaff a short time after it assumed control. The telephone service was then fairly well equipped to play its part in the expanding commercial activities at Williams.

Lumbering was undoubtedly the most important commercial enterprise at Williams during this period. The Saginaw and Manistee Lumber Company had a yearly output of about twenty-five million board feet of lumber a year in the early part of the decade.⁶⁵ In 1905 it was announced that the company was planning an expansion which would double its capacity and make it the "largest mill in the entire southwest." This announcement evoked the following from the local newspaper: Every so often in the past there have been rumors to the effect that 'the mill is going to move away.' The above [regarding expansion] will forever—or at least until the timber supply of this section is exhausted—put a quietus on the phrase.⁶⁶

Apprehension had been expressed in 1902, when the San Francisco Mountain Forest Reserves were consolidated, that the lumber industry

⁶⁰ *Ibid.*, July 16, 1910.

⁶¹ In the new Arizona Central Bank Building on the corner of Bill Williams and Third. *Coconino Sun*, July 26, 1902.

⁶² *Ibid.*, September 14, 1901. By Canall, who installed the first exchange in Williams in the nineties. There were sixty-three subscribers in Williams by the end of 1901. *Ibid.*, December 29, 1901.

⁶³ Its rate card showed a residence phone cost \$2 a month. Business phones were \$4 for a single phone and \$7 for two, per month. *Williams News*, February 6, 1909.

⁶⁴ *Ibid.*, January 29, 1910.

⁶⁵ *Ibid.*, January 31, 1903.

⁶⁶ *Ibid.*, July 1, 1905. The company, in 1908, had three locomotives operating on the Saginaw Southern Railroad, the logging railroad which it had built south from Williams in 1898. In the previous year, alone, the lumber company had made about \$107,000 worth of improvements. *Ibid.*, January 25, 1908.

at Williams might immediately suffer a great setback. However, the Saginaw and Manistee Company, it was claimed, held out a great deal of the best timber—enough to continue cutting for twenty years, perhaps. By then it was hoped that the “fad for forest reserves shall have passed.”⁶⁷ The land in the vicinity of Williams, and Williams itself, lay within the bounds of the San Francisco Mountain Forest Reserve,⁶⁸ from 1898 until 1908, when the name was changed to “Coconino National Forest.”⁶⁹ In July, 1910, Coconino Forest was split into two parts, the eastern section retaining the old name while the western section, which also incorporated the old Grand Canyon National Forest, became “Tusayan National Forest.”⁷⁰

The policy implemented by the forest service was to regulate cutting on these national forests to provide for a sustained yield and to prevent further denudation of the forest. At first, however, since the railroad held timber rights on other timbered lands, as well as all rights on their land grant sections, the Saginaw Company, which secured timber leases from the railroad, was able to continue pretty much as usual.⁷¹ In the decade under consideration, at any rate, the policy had not too much effect upon the industry at Williams, judging from the newspaper accounts.

The J. M. Dennis Lumber Company by 1901 was carrying on most of its lumbering operations at Rhoades, about sixteen miles east of Williams, where it had established a sawmill, planing mill, and box factory in the latter part of the nineties and early in the 1900's.⁷²

The cattle industry, which had suffered serious setbacks in the early nineties, started to regain its former position after 1896 and continued

⁶⁷ *Ibid.*, January 4, 1902. See below, footnote 71.

⁶⁸ Actually in one portion of the San Francisco Mountain forest reserves from August 17, 1898 until April 12, 1902.

⁶⁹ United States Department of Agriculture, Forest Service, *Coconino National Forest, Arizona*, p. 3.

⁷⁰ *Williams News*, July 23, 1910. The supervisor's office for Tusayan National Forest was located in Williams.

⁷¹ S. A. Sowell to J. R. Fuchs, February 20, 1952. Mr. Sowell writes: “A very small percent of the lumber produced by Saginaw and Manistee was purchased from government stumpage. . . . [In addition to the railroad grant lands] certain timber rights were conveyed to the Railroad on other timbered lands. Therefore, practically all timber harvested by Saginaw until later years came from lands mentioned above. On Government lands the Railroad Company held the timber rights until sometime in the early 1940's. However, inasmuch as practically all the timber had been harvested, they released the lands several years in advance. . . . With the exception of the limited number of sections of land under Forest Service supervision, cutting was done without any restrictions and every thing large enough to make a railroad tie was taken.”

⁷² *Coconino Sun*, March 16, 1901. Of Rhoades, Barnes (*op. cit.*, p. 361) says: “Early station, A. T. & S. F. R. R., near present town of Maine. ‘Meaning or origin cannot be learned.’ . . . P. O. established April 26, 1898. . . .” The writer believes it may have been named after J. V. Rhoades, one-time general manager, in the early nineties, of the A 1 Cattle Company (Arizona Cattle Company) which had extensive ranges in the vicinity. Rhoades was a prominent citizen of Flagstaff in that period. That the station was named for him cannot be documented, however, and it is simply suggested as a possibility of the origin.

to increase steadily during this period. There are no separate statistics for the area which contributed directly to the economy of Williams, but in all of Coconino County there were in 1901, 11,235 range and stock cattle, with an assessed valuation of \$116,282.25.⁷³ By 1905, the number had risen to 33,032 head with an assessed valuation of \$341,881.20.⁷⁴ Generally speaking, the industry prospered throughout the period 1901-1910. It was eclipsed in importance only by the lumbering and, probably, the sheep industries at Williams during this period.

In regard to the sheep industry, one writer has credited Williams with being "the center of the sheep-grazing section of northern Arizona," at this time.⁷⁵ It was not quite as prosperous as it had been in the early nineties, but it still probably surpassed the cattle industry in the vicinity, despite the latter's resurgence since 1896.⁷⁶

The Perrins—Dr. E. B. Perrin and Robert Perrin—were still large sheep ranchers in the area around 1905. Charles C. Hutchinson was another. The partners, "Cap." P. Smith and T. J. Evans, who had been running sheep on the "LO" Ranch southeast of Williams since early in the nineties, sold out late in 1904 to Hutchinson.⁷⁷

Statistics for the fiscal year ending June 30, 1901, showed that there were 127,200 sheep with an assessed valuation of \$254,400 in Coconino County.⁷⁸ For the fiscal year ending June 30, 1905, an increase to 143,929 head of sheep valued at \$287,858 was recorded.⁷⁹ Nevertheless, the trouble which beset the industry at the end of the nineties in regard to grazing on the forest reserves carried over into the early part of this period. Considerable consternation was caused from time to time through the apparent indecision of the government and the conflicting reports published in the *Williams News*. It was a subject of much debate and caused a great deal of vituperation, but eventually the policy of restricted grazing evolved from the tangle of orders and counter-orders.⁸⁰ The controversy also was resolved, in part, to one between cattlemen and sheepmen. In 1903, the former even argued that the sheepmen in northern Arizona were receiving preferential treatment, and of course the old complaint against the destructiveness to the range of sheep grazing was once again heard.⁸¹ E. S. Gosney, leader of the Arizona Wool Grower's Association, pointed out that the chief harm

⁷³ *Report of the Governor of Arizona, 1901*, p. 11.

⁷⁴ *Report of the Governor of Arizona, 1905*, p. 26.

⁷⁵ Sharlot M. Hall, "Arizona," *Out West*, XXIV (February, 1906), 116.

⁷⁶ *Williams News*, December 12, 1903.

⁷⁷ *Ibid.*, December 31, 1904. They had earlier that year purchased the "Anvil Rock" ranch near Seligman because they could not bring all their sheep on to the forest reserve.

⁷⁸ *Report of the Governor of Arizona, 1901*, p. 11.

⁷⁹ *Report of the Governor of Arizona, 1905*, p. 26.

⁸⁰ See *Williams News*, January 26, December 21, 1901 and March 8, October 4, 1902, for articles dealing with this controversy.

⁸¹ Mary E. Lauver, "A History of the Use and Management of the Forested Lands of Arizona, 1862-1936," Unpublished Master's thesis (University of Arizona, 1938), p. 52.

to the cattle industry in northern (and central) Arizona had been caused by "climate uncertainties and the activity of the numerous rustlers," rather than by sheep.⁸² By 1907 both sides generally recognized the value of the government's grazing policy, however, and the hostile criticism on the part of the stockmen—against both the government and each other—had subsided.⁸³ The quarrel had been of much interest to Williams while it lasted, however, since both sheep and cattle ranchers alike had expressed fear that the livestock industry would be ruined. In this light it is of interest to note that government regulation of the grazing industry had been favored by cattlemen's organizations in Arizona and it was partly at their behest that the system was put in force in the Territory.⁸⁴

When, in 1901, it was suggested that the forest reserve policy might completely disrupt the cattle and sheep industry in Coconino County, some quickly urged that other industries in that area be developed. Mining, in particular, was considered to have a good chance for success. Notwithstanding the failure of the copper mines around Anita to produce sufficient ores to warrant continued mining and operation of the smelter at Williams in the late nineties, many apparently still thought that the Grand Canyon country could be profitably exploited for its minerals. In December, 1901, the *Williams News* urged the business men to publicize the fact that the area was good for something besides livestock. The *News* had more or less accepted the view that the reserves were going to ruin the industry, and forecast a mining boom for Williams.⁸⁵ In November it reported the refusal of "a quarter of a million" for the Last Chance mine in the Grand Canyon and observed that "it really looks as though Williams is going to enjoy its long delayed period of mining prosperity very shortly."⁸⁶

The smelter, erected at Williams in 1898, had been sold at sheriff's sale early in 1901 to satisfy the claim of the contractor against the development corporation. It was then, according to one account, resold to "parties" in Yavapai County and was eventually to be moved there.⁸⁷ However, it apparently remained at Williams at that time. Development work at the Anita mines went forward in 1902, and operation of the smelter in early 1903 was anticipated. A local man had adapted it to the treatment of low grade ores, and test runs were reported as satisfactory.⁸⁸ The *Williams News* reported on the operations of the Anita Consolidated Copper Company, which had possession of the claims:

⁸² *Williams News*, December 12, 1903.

⁸³ Lauver, *op. cit.*, p. 52.

⁸⁴ Lauver, *op. cit.*, p. 162.

⁸⁵ *Williams News*, December 21, 1901.

⁸⁶ *Ibid.*, November 30, 1901. On June 30, 1901, there was only one (1) patented mining claim in Coconino County. *Report of the Governor of Arizona*, 1901, p. 11.

⁸⁷ *Williams News*, January 19, 1901.

⁸⁸ *Ibid.*, January 17, 1903.

The day of Williams' greatness is near at hand. . . . The smelter is almost ready to start up. . . . Its practicability for the treatment of low grade ore has already been fully demonstrated in tests, and by this process it will be possible to treat two per cent ore at the mines at a profit.

When it is stated that there is enough ore in sight in the district, averaging from five to twenty per cent, to run a dozen plants for years, to say nothing of the properties yet developed, it can easily be seen that we are on the verge of a mining boom.⁸⁹

Despite the enthusiasm, the company disposed of their claim by September, 1903, to the Anita Copper Company.⁹⁰ The smelter never went into practical operation at Williams.

The new corporation proposed to initiate deep shaft mining in contrast to the surface mining practiced heretofore, which had mined "pockets" of ore, soon exhausted. The old smelter at Williams was to be utilized in constructing a new one near the mine site. Once again there was considerable optimism displayed. "When the plans of the company are carried out Williams will become widely known as a mining center and the incentive for further operations in that district greatly augmented," the *News* stated.⁹¹ Little actually resulted from the new operation, however, and the mines were once again sold at the end of 1906. The records after that reveal little in regard to the Anita mines, although some mining on a very small scale was still being carried on there as late as August, 1910.⁹²

There were a number of other mining companies incorporated to work mineral deposits north of Williams during this period, but no tangible profits were ever realized, apparently.⁹³ One claim, on which considerable development was forwarded in the first half of the decade, was owned by the United Gold and Platinum Mines Company. The claim had been discovered late in 1899 by two brothers from Williams.⁹⁴ They had "bonded it to eastern parties" and platinum—said to be a huge deposit—had been discovered. Williams, reported the *Coconino Sun*, was enthusiastic, and many claims in the vicinity were staked out. In 1903 plans were made to erect a smelter at the claim,

⁸⁹ *Ibid.*, December 20, 1902.

⁹⁰ *Ibid.*, September 26, 1903.

⁹¹ *Ibid.*, February 6, 1904. Much of the optimism over the prospects was apparently based on a report that this copper field was an extension of a zone extending from Utah to Mexico, of which the United Verde and Copper Queen mines were a part. *Ibid.*, February 13, 1904.

⁹² *Ibid.*, August 20, 1910. William Lockridge of Williams had apparently been working these mines since about 1907. *Ibid.*, May 4, 1907. At one time, in 1907, they shipped six cars of ore to the Humboldt smelter. In 1910, it was claimed he was increasing the force at Anita and expected to ship one hundred car loads a month. It is doubtful if that rate was ever reached and there is practically no mention of the Anita mines after 1910.

⁹³ Among these were the Malachite Copper Company, in 1903, and the Azurite Copper Company, in 1902. The incorporators of the latter, which included some prominent Williams citizens were: A. Rounseville, A. Tyroler, Clay M. Hudson, Edgar Abrams, Jos. T. Burke, J. S. Green, M. J. Rounseville and Henry F. Ashurst. *Ibid.*, December 20, 1902.

⁹⁴ *Coconino Sun*, October 28, 1899. The Owens brothers, John S. and Minor, who had incorporated the Owens Water Company in 1898.

which was located in Cataract Canyon about nine miles below the Havasupai Indian village. A tramway was to be constructed from the rim of the canyon to carry machinery to the site, and Beaver Falls was to be utilized to run the plant.⁹⁵ This development project—obviously an expensive one—was completely abandoned by 1906. It has been maintained that the project was chiefly a promotion scheme by the owners who sold many shares of stock back East, and devoted most of their time to "drinking and gambling in town" rather than at mine development.⁹⁶ In regard to the Last Chance mines in the Grand Canyon, it has been asserted that if the owners profited, it was from their sale of the mines and not from the sale of the minerals extracted.⁹⁷ The Last Chance mines, developed chiefly by Flagstaff men in the beginning, were in that respect probably typical of all the mines in or near the Grand Canyon—and they were the most successful, evidently being the only ones which produced ore in an appreciable quantity.⁹⁸

Although mining at the Grand Canyon proved to be quite unprofitable, and Williams never experienced the "mining boom" expected, the development of the Grand Canyon tourist traffic was expedited by the mining ventures. Hence, Williams profited through mining, although in a different manner than was expected. It should be noted that on January 11, 1908, the President of the United States, by proclamation, established the Grand Canyon National Monument.⁹⁹ This is important in that it prevented new mineral prospecting, although those claims located prior to the establishment could still be worked.¹⁰⁰

The development of the immediate Grand Canyon area, first as a national monument and then as a national park, is closely connected with the history of Williams. This is true not only because of the part played by some of its citizens who went there and helped directly in that development, but also because of the economic effect its expansion as a tourist center had on the town. It is an interesting story, for a relation of which space is here unfortunately lacking.

A history of Williams, on the other hand, must record, at least in part, the role played by the town in the development of access to the Grand Canyon area—its efforts to publicize the area, and at the same time, and in that connection, to improve its own economic status. Early attempts have already been related in the story of the community effort to secure for Williams the junction of the railroad to the Canyon

⁹⁵ *Williams News*, February 7, 1903. Beaver Falls was a "waterfall in Supai canyon 2 miles below Mooney falls." Barnes, *op. cit.*, p. 42. The lower end of Cataract Canyon "for some 10 or 12 miles is called Supai or Havasupai canyon." *Ibid.*, p. 83.

⁹⁶ James Kennedy, personal interview, Williams, Arizona, September 8, 1951.

⁹⁷ Verkamp, *op. cit.*, p. 36.

⁹⁸ *The Report of the Governor of Arizona, 1908*, shows that these mines, then owned by the Canyon Copper Company, produced 80,989 pounds of copper and 467,973 ounces of silver in 1907. It was the only company listed as a producer in Coconino County.

⁹⁹ *U.S. Statutes at Large*, XXXV, Part 2, 2175-2176 (1907-1909).

¹⁰⁰ *Williams News*, March 21, 1908.

with the Santa Fe system. Later efforts, especially after the advent of increased automobile travel to the Canyon, have been devoted to the acquisition of a more adequate road to the Canyon from Williams. Thus, the prime intention has been to establish Williams as the "gateway to the Canyon"—both for rail and vehicle travel. Concurrently, it has been recognized that attractive, adequate facilities are necessary to induce tourists to spend extra days (and money) at Williams. In common with that has been an appreciation of the fact that the town must provide certain other attractions to induce tourists to stop there in the first place—that is, to spend more time in Williams than it takes to change trains for the canyon, or to buy food and gasoline. The establishment of Williams, not only as the "Gateway to the Grand Canyon," but also as the center of a resort area, has long been the aim. This naturally entails provision of varied recreational facilities and exploitation of scenic attractions in the area other than the Canyon. Dissemination of information calculated to attract those seeking a healthier climate or relief from summer heat has played its part in the effort to bolster the economy of the town. Already, in 1897, it was claimed that over "four hundred people from Phoenix and vicinity" had spent the summer in the two towns of Williams and Flagstaff. The *Sun-Democrat* at that time stated:

If proper and ample accommodations would be furnishd at reasonable rates, the tide of trade, during the summer exodus would be divided [sic] from the coast to the beautiful cities of Prescott, Williams, and Flagstaff, where no better climate or purer or cooler invigorating mountain air exists.

If the Arizona Lumber Company of Flagstaff and the Saginaw Company of Williams, would only build a hundred or more plain little cottages that would rent from \$12 to \$15 per month, they would all find ready tenants during summer by Phoenicians.¹⁰¹

Similar sentiments were expressed again the following year and since then have often been repeated.

Editorial comment in 1902, when railroad travel to the Grand Canyon was rapidly increasing, noted that "it would be a good move for the citizens to look after these . . . tourists and create some sort of diversion for them."¹⁰² Suggested by the article were trips to the top of Bill Williams, carriage drives in the forests, and the erection of cottages. Besides persuading tourists from out of the state to stop there, the article claimed,

. . . our brethren of the southern portion of the territory might be induced to come here [and] . . . have a most delightful summer outing and spend their money within the borders of our glorious territory.¹⁰³

A toll road and trail was establishd that year which led from a point west of Williams to the summit of Bill Williams Mountain.¹⁰⁴

¹⁰¹ *Flagstaff Sun-Democrat*, September 9, 1897.

¹⁰² There were 73 special cars to the Canyon in one week. *Williams News*, April 26, 1902.

¹⁰³ *Ibid.*, April 12, 1902.

¹⁰⁴ *Ibid.*, May 3, 1902. By Esau Lamb from his residence on section 32, Township 22 North, Range 2 East to its terminus on section 17, Township 21 North,

The slogan now used by the town, "The Gateway to the Grand Canyon," was perhaps first employed in 1902, although in a rather unusual connection. In May of that year the *Coconino Sun* stated: "Flagstaff was the first town in Arizona to pass an ordinance prohibiting women from frequenting saloons . . . Prescott and Bisbee are the only towns of importance that allow women in saloons."¹⁰⁵ The *News* replied: "You are mistaken . . . Williams, the gateway to the Grand Canyon, heads the list of important towns."¹⁰⁶ The phrase was definitely in use as a slogan by the middle of 1907, and probably for some years prior thereto.¹⁰⁷

The fact that most of the tourists stopped over only long enough to change trains at Williams and that little special effort to entertain the traveling public at Williams had been exerted, was the subject of editorial comment in 1905. It urged that Williams be boosted as a health resort and the building of a sanatorium was suggested.¹⁰⁸ A Board of Trade was organized on April 19, 1907, to boost the town as a health and resort center and to encourage the establishment of new industries.¹⁰⁹ The members agreed that concerted action was needed to dispel the "comparative state of legarthy [sic]" in the town. Suggestions to help the town were that a paper mill should be established to utilize the sawmill waste; a brick yard to provide cheap brick was needed; and the town should be kept clean and attractive so that capital would be interested.¹¹⁰ The first project of the trade organization was to print a pamphlet boosting Williams as a health resort.¹¹¹ The Board of Trade was evidently soon inactive, and seems to have disappeared from the news. In March, 1909, a Business Men's Protective Association was formed. It was mainly an organization of saloon keepers banded together to oppose legislation inimical to their interests, although it was open to all professional and business men of Williams.¹¹²

The Santa Fe Railroad Company probably did the best job of making Williams known to the traveling public in the years from 1901 to 1910. This, of course, was in connection with their campaign to en-

Range 2 East, Gila and Salt River Base Meridian. The rates were: "\$2.50, with horses furnishd; \$.75, if furnish own horse; \$.25 pedestrians." *Ibid.*, June 7, 1902.

¹⁰⁵ *Coconino Sun* as quoted in the *Williams News*, May 24, 1902.

¹⁰⁶ *Williams News*, May 24, 1902. The item was probably written by C. A. Neal, then editor of the *News*.

¹⁰⁷ *Ibid.*, June 15, 1907.

¹⁰⁸ *Ibid.*, August 19, 1905.

¹⁰⁹ *Ibid.*, April 27, 1907. The officers were: Mayor J. H. Attwood, president; F. O. Polson, vice-president; Dr. P. A. Melick, vice-president; Luther W. Rood, secretary; J. S. Salzman, treasurer. The Executive Board consisted of: Dr. A. G. Rounseville (chairman); J. B. Jones, F. O. Polson, William F. Dermont, F. R. Nellis and Tod C. Woodworth (members of committee).

¹¹⁰ *Ibid.*, April 27, 1907.

¹¹¹ *Ibid.*, May 11, 1907.

¹¹² *Ibid.*, March 6, 1909. Opposition to the passage of a local option law was their immediate concern. Ed Hamilton was chairman and Ben F. Sweetwood was secretary of this organization.

courage travel over their railroad to the Grand Canyon. In 1909 the company advertised Williams as a summer resort in various California newspapers, and enthusiastically praised the region in general.¹¹³ Of course, in their enthusiasms some of the claims did not abide by actual or historical fact. Especially open to doubt was the claim that the pioneer scout, Bill Williams, was buried on the summit of the mountain which bears his name.¹¹⁴ Generally speaking, though, the public was informed accurately of the Bill Williams and Grand Canyon country, which is difficult to over-praise.

Accommodations for tourists were still few in number during this period. In the first half of the decade the principal hostelry was the Grand Canyon Hotel.¹¹⁵ The railroad completed El Tovar Hotel at the Grand Canyon in 1905, and placed it under the Harvey System's operation, but that system had no substantial hotel facility in Williams late in the decade. Williams had long anticipated the erection of a Harvey House at Williams,¹¹⁶ but not until March 10, 1908, was the Fray Marcos Hotel at Williams opened to the public.¹¹⁷ By late 1909, it was already being rumored that a thirty room addition was planned for the Harvey facility because of the increased travel to the Canyon.¹¹⁸

The Santa Fe made other improvements in this period. In August, 1901, a new freight depot was completed at Williams.¹¹⁹ A new six-stall roundhouse was constructed in 1907. An additional two miles of track were installed the same year.¹²⁰ It was reported then that the division was to be returned to Williams from Seligman; this move was still anticipated in May, 1909. That same year Williams was again optimistic over a report that a railroad was to be constructed between there and Jerome. Although both Flagstaff and Williams had similar aspirations in 1901, they had come to naught. Again, in 1909, Williams was convinced the road would be built and would use the old Saginaw right-of-way into Williams, but construction never started.¹²¹

¹¹³ *Ibid.*, July 31, 1909.

¹¹⁴ *The Grand Canyon of Arizona*, pp. 121-122.

¹¹⁵ Martin Buggeln, who had operated the Bright Angel Hotel at the Canyon, leased and operated the Grand Canyon Hotel from December 1, 1903 to December 1, 1906. *Williams News*, November 28, 1903; *Coconino Sun*, December 1, 1906.

¹¹⁶ *Williams News*, September 28, 1901; September 29, 1906; June 15, 1907.

¹¹⁷ *Ibid.*, March 14, 1908. The Fray Marcos, a reinforced concrete, two-storied, mission style structure, with depot attached, was built two hundred yards west of the old depot. *Ibid.*, June 15, 1907.

¹¹⁸ *Ibid.*, November 6, 1909. In 1910, it was claimed, 160 persons a day passed through Williams bound for the Grand Canyon. *Ibid.*, May 21, 1910. The hotel employed 40 to 50 persons who received, according to the *News*, a monthly payroll of about \$2,000. *Ibid.*, February 12, 1910.

¹¹⁹ *Ibid.*, August 3, 1901. It apparently burned a short time thereafter, as the *News* stated in October that work had started on a new freight house to replace the one destroyed by fire. It was built of brick this time. *Ibid.*, October 19, 1901.

¹²⁰ The increase in the size of engines by this time necessitated an enlargement of the roundhouse. Reinhold to Fuchs, November 30, 1951.

¹²¹ *Williams News*, January 1, May 1, 1909.

The Santa Fe made improvements on its dam in 1901, and it was said that the company would have a "guaranteed" two-years' supply when the work was completed.¹²² The town council had considered a proposal of the city engineer, J. B. Girand, in February, 1902, to connect into the Santa Fe Railroad reservoir to provide for fire protection, but apparently it was not acted upon. It was hoped that such a move would, for one thing, reduce the insurance rates in Williams, which were very high because of the lack of fire protection.¹²³

The Santa Fe railroad evidently contributed much to the prosperity of Williams in this decade. In 1905 it was reported that Williams was returning to the prosperity it had known "before division removal." At that time it could see no prospect of the division being returned, but said there were actually as many railroad employees there as when it had been a division—only the machine shop force was smaller.¹²⁴

The sawmill expansion and the splendid condition of the livestock industry were other factors to which the *News* attributed the prosperity. It concluded: "As a whole, the present and future outlook for Williams is most bright."¹²⁵ There were, of course, new additions to the list of businesses in Williams during this period which contributed to this prosperity. Some, for various reasons, are properly mentioned here. Several curio stores were started during the early part of the decade. One, opened in November, 1903, was perhaps the first to be established expressly as a store catering to the tourist traffic,¹²⁶ although curios evidently were sold much earlier than that, and there was one store called "The Curio" as early as 1902. The sale of curios is an important commercial enterprise of Williams at the present time.

The Babbitt brothers, of Flagstaff (well known in northern Arizona as merchandisers and livestockmen) entered into trade at Williams for the first time in March, 1905. They purchased the lot, building, stock, and warehouse of J. C. Phelan, the largest wholesale and retail meat dealer of Williams.¹²⁷ The firm, Babbitt Bros. Trading Company, later merged with the Polson Brothers and thus expanded into general merchandising at Williams. It is the largest in that field at Williams today.

¹²² *Ibid.*, August 24, 1901. Plans were made public for the projected raising of their dam 10 feet in January, 1901, and the \$50,000 worth of improvements were completed about October 1 of the same year. In December, 1901, they announced a projected masonry dam on Johnson Canyon creek, to be built about one-half mile above the steel dam constructed there in 1897. This was apparently a period of much effort on the railroad's part to secure an ample water supply in the region. *Ibid.*, December 14, 1901.

¹²³ *Ibid.*, February 8, 1902. As high as fifteen percent of the property valuation a year, in some cases.

¹²⁴ *Ibid.* There were about sixty-five men employed there by the railroad, the *News* claimed, in the following departments: Office (8); shop and mechanical (12); train service and swing crews (35); enginemen (10).

¹²⁵ *Ibid.*, September 2, 1905.

¹²⁶ *Ibid.*, November 7, 1903. "J. E. De Rosear and others have opened a curio in the old postoffice building. Verily, the business of Williams is growing."

¹²⁷ *Coconino Sun*, December 28, 1901.

The destruction of the Williams Opera House in the fire of 1901 left Williams without a suitable entertainment center. The Silvernail Opera House (the converted skating rink) soon took over that function, however, as has been mentioned previously.¹²⁸ Vaudeville, dances, and other activities were held at the Silvernail Hall, but it was evidently not completely satisfactory and the Odd Fellows lodge, after a delay of several years, constructed an addition to their two story building, just south of Grant Avenue on the west side of Third Street, to provide a more suitable hall.¹²⁹ The first theatrical performance was given in this hall on October 28 when "'Side Tracked' was presented . . . to a good sized house." The *News* reported "the company was also very strong on specialties."¹³⁰

Although vaudeville was still in its prime at that time, Williams had already witnessed its first movies. The first pictures were probably shown in the Silvernail Opera House, which continued as a place of amusement well into the next decade, although the Odd Fellows' opera house quickly became the principal entertainment center. Movies probably first came to Williams around 1903 or 1904. In February, 1904, when it was announced that moving picture shows were to be given in the Silvernail Opera House, the manager wanted it distinctly understood that the pictures were steady without the "usual dancing and flickering."

The first theater as such was the Airdrome Theater which started in 1909 or 1910.¹³¹ On August 5, 1910, another theater, The Gaiety, opened in the Cumming's Building on Bill Williams Avenue, but closed within several weeks until "new machines" could arrive.¹³² It never reopened.¹³³ The Airdrome changed its name to "Williams Theater" in September and moved to the building where the Gaiety had been. Several months later it leased the Odd Fellows' hall and moved there on December 5, 1910.¹³⁴

Williams also acquired a public library in this decade. The Williams Public Library Association had been formed in 1896.¹³⁵ Two lots on

¹²⁸ See above, p. 82. The first performance in the converted rink was on October 12, 1901, when "Burton & Baker's bell ringers [appeared] in up-to-date specialties." *Williams News*, October 12, 1901.

¹²⁹ *Ibid.*, February 1, August 9, 1902; January 9, 16, 1904. The new hall was probably dedicated on September 2, 1904. "The ladies of the local Rebekah lodge will dedicate the new Odd Fellows' opera house on next Friday evening [September 2, 1904] with a grand ball and reception . . . An elegant lunch will be served." *Ibid.*, August 27, 1904. Cf. *Ibid.*, October 20, 1949. This account says it was on September 30, 1904, when "the wedding of C. F. Aycock and Mrs. Margaret Garland was the highlight of the gala affair."

¹³⁰ *Ibid.*, October 10, 1924.

¹³¹ *Ibid.*, August 5, 1948.

¹³² *Ibid.*, July 23, 1910.

¹³³ *Ibid.*, August 6, 1910. The Gaiety was started by J. W. "Jerrie" Lee, who had been cashier at the Harvey House for a number of years. *Ibid.*, July 23, 1910. See also McClintock, *op. cit.*, III, 57.

¹³⁴ It was then to be managed by Frank Delatour and C. D. Callan of the Postal Telegraph Co. *Williams News*, December 3, 1910.

¹³⁵ Incorporated May 6, 1896. *Ibid.*, August 26, 1915.

Bill Williams Avenue had been purchased the following year, but funds were not available to build.¹³⁶ On January 15, 1909, the association opened a public reading room "for men" in the home of Max Salzman, a leading citizen. An amusement room was also provided, in addition to the one hundred volumes then owned by the library.¹³⁷ The library at that time was entirely supported by public subscription, although the town council promised it an annual sum.¹³⁸

Opportunities for more active recreation also existed. A bowling alley, perhaps the first, was opened around September, 1905. Skating at the Saginaw dam was indulged in during the winter, and the reservoir there served as a swimming hole during the hot summer months. Skiing was not yet popular, but some of the side streets in south Williams were used for sledding.

There were now several more lodges in addition to those started earlier—an Eagles Lodge and a chapter of the Ancient Order of United Workmen. The Fourth of July celebrations still provided the big community get-together. Each one was said to be the "best ever." A typical one, in 1906, prompted the following from the *News*:

Never before in the history of Williams has there been another like the parade which was pulled off on the morning of the 4th. While the . . . events were being carried on the parade was formed on another street and came marching east on Williams avenue, down through the crowded street where everyone could see. And it was a parade long to be remembered.

First came Martin Buggeln's tally-ho, bearing the band. This handsome equipage was drawn by a handsome four, gaily decorated with the stars and stripes. Immediately following them came Elmer Langin's float, and Elmer surely made his work good as to uniqueness. A horse was drawing a cross-tie on which had been fastened a wagon wheel, secure, yet movable, and on this Buck Smith was doing the grand stunt. Elmer followed immediately in the rear, with painted face and tall hat, drawing a small wagon containing some little puppies. Then came the gaily decorated cavaliers, and they made a pretty sight, the procession being a couple of blocks in length.¹³⁹

Other events included the greased pig chase and Supai Indian dancer. The Indian Bucks' race, this year, was participated in by several Supai Indians as well as Pueblo Indians. Whether it was because the *News* opposed it, or because no couple was willing, the planned public wedding did not come off.

The *Williams News*, the town's first and only newspaper, was sold by Young about a month after the fire in July, 1901, to C. A. Neal, foreman of the office.¹⁴⁰ Neal operated the *News* until 1906, when it was purchased by C. M. Funston, who also owned the *Coconino Sun*

¹³⁶ *Ibid.*, January 9, 1909. This account says on the corner of Bill Williams Avenue and Third Street, but the library now stands on the northeast corner of Bill Williams and Fourth Street.

¹³⁷ *Ibid.* The room was open every evening and Sunday afternoon. On the Board of Control were: Dr. P. A. Melick, William F. Dermont, Robert C. Wente, McDonald Robinson, and L. S. Williams.

¹³⁸ *Ibid.*, October 30, 1931. The sum was to be "\$500 annually but it never materialized."

¹³⁹ *Ibid.*, July 7, 1906.

¹⁴⁰ *Coconino Sun*, August 3, 1901.

of Flagstaff at that time. He placed it under the management and editorship of Frank L. Moore. Moore bought the paper the following year and continued its policy as an independent paper.¹⁴¹

Early in this period, shortly after the railroad to the Canyon had been completed, a harbinger of a new trend in travel to the Canyon appeared. A test run of a "steam locomobile" was made from Flagstaff to the Canyon, with the view of ultimately establishing a line of such vehicles to run between Flagstaff and the Canyon. It was said that those vehicles would offer a much better opportunity to enjoy the scenery along the way than the rail journey from Williams presents. The *News*, however, shrugged it off:

Just imagine floating along over the smooth roads to the canyon in three hours. What a pleasure a fellow would have taking in all the beautiful sights along the road, while with both hands and feet he held on for dear life for fear of being thrown out.

The trial may be a success and all the citizens of Flagstaff may make a trial trip, but Williams is not scared in the least about the canyon railroads' rival, as all tourists from both east and west have seen 'autos' and are not willing to take chances on being stranded sixty miles from nowhere by an unexpected breakdown.¹⁴²

More regard for this new type of transportation was displayed in September, 1904, when the *News* exclaimed:

Williams has an automobile! No; Williams hasn't, but J. J. Gilson, one of her citizens has. The machine came Thursday by express and was immediately put into commission. It is a neat one and skims over the ground at a great rate. Everybody in town must have taken a ride in it, for ever time we'd hear it going past and look out, Jim had a new one on the seat with him. Guess Williams is nothing if not up to date. There are now two motorcycles and an automobile in town.¹⁴³

This automobile—even more than the ponderous steam "locomobile" of several years before—presaged a new mode of travel to the Grand Canyon. The automobile, of course, eventually outstripped the railroad as a means of travel to that point.

In 1910 the federal census listed a population of 1,267 persons for Williams, although various estimates during the decade had placed it considerably higher.¹⁴⁴ Even if the population had not increased to a great extent, much progress had been made during the decade. The lumber, livestock, and railroad industries provided a firm support for the economy of the town. Although some still held hopes that it would

¹⁴¹ *Williams News*, November 2, 1907.

¹⁴² *Ibid.*, December 28, 1901.

¹⁴³ *Ibid.*, September 3, 1904. The car was an "Oriental Buckboard" made by the Waltham Watch Company, which had manufactured a quantity for their employees and had then placed a few on sale to the public. See *Ibid.*, September 5, 1930. It had a six-horse power engine, with a maximum speed of forty-five miles per hour, and was said to go one hundred miles on a tank of fuel. *Ibid.*, September 3, 1904.

¹⁴⁴ U.S. Bureau of the Census, *Thirteenth Census of the United States; 1910*. Population, II, 71. One source (*Portrait and Biographical Record of Arizona*, p. 1007) estimated the population as 1,382 in 1901; another gave it as 1,600 in 1905. *Arizona Business Directory*, p. 421.

some day become a mining center, that industry, by and large, was of little direct importance to the economy. By the end of the decade it was fully recognized that possibly the town's best source of income was to be the tourist traffic to the Grand Canyon.

CHAPTER VII

THE ERA OF CIVIC IMPROVEMENT, 1911-1930

In the first decade of the twentieth century the incorporation of Williams had started the town on a series of improvements which had long been needed, but which hardly could have been attempted prior to the establishment of a municipal government. The initial steps then taken toward providing Williams with the facilities of a progressive community were attended, of course, by delays and mistakes. In general, however, the town faced its new responsibilities willingly. The delays, apparently, were often present because of the reluctance of the town council to commit the town to a course of action which might later prove embarrassing. Many of the people evidenced a strong civic spirit, and the mistakes could hardly be ascribed to a lack of interest in the problems besetting the town. Although much progress had been made by the end of 1910, much remained to be accomplished and the next two decades comprised an era of civic improvement hitherto unparalleled in the history of Williams.

After incorporation the town had been hesitant to take decisive measures in regard to the problem of water supply. Applications for a water franchise in Williams had been denied a number of times before one was granted in 1908. The action was then heralded as one of great and immediate benefit to Williams, but the subsequent turn of events hardly justified the optimism. By 1910 the town was fully aware that the water problem was still far from being solved. The Grand Canyon Electric Light and Water Company, which had received the franchise, had piped water to the town from the Caufman dam, but it was used largely for purposes other than drinking; most of the people still preferred water from the Nellis well. Indicative of the situation at the end of 1910 was a comment by the *News*: "A 3-horse power electrical pump has been installed at the Nellis well, which furnishes water fresh from the well instead of 'dam stale' water."¹ For a time in 1911 the entire water supply of the town emanated from the Nellis well and pipe system, although a new well was soon put into operation by the Grand Canyon Electric Light and Water Company. The company (Caufman) dam had apparently gone dry because the summer and winter of 1911-1912 were very dry; even the wells went dry by spring.² Water was then purchased from the railroad, which hauled it from Del Rio in Chino Valley. In Williams, two water wagons were put into service by the company, and a barrel of water cost fifty cents if the purchaser furnished his own barrel.

Late in 1912 the water and electric utilities were taken over by the Williams Water and Electric Company, although municipal ownership

¹ *Williams News* as quoted in the *Coconino Sun*, June 24, 1910.

² *Williams News*, March 2, 1912. The Santa Fe, earlier that year, hauled water 150 miles to the Grand Canyon at a cost of about \$200 per day. *Ibid.*, April 22, 1911.

of the waterworks had been urged.³ By April, 1916, the company had passed into the hands of non-resident owners from Chicago.⁴ Opposition was voiced against continuance of the contract since, it was claimed, the water system was inadequate from both a quantitative and a qualitative standpoint. Municipal ownership was studied at this time, as well as a dubious proposal by an outside concern to pipe water from the San Francisco Mountains to Williams.⁵ Williams Water and Electric retained possession, however, and late that year made changes which, it was hoped, would improve the supply.⁶ Municipal ownership was once again suggested when, in June, 1917, the power house of the utility company was burned. In connection with an appraisal of the water company's property and a proposal by the Saginaw and Manistee Lumber Company to provide the town with electric service, the latter claimed that the water rights of the Williams Water Company were considered by the company to be non-existent. Saginaw and Manistee claimed it had the "first and only real right to the water" of the Saginaw Canyon.⁷ The lumber company, however, offered the town the remainder of the water from the canyon after the mills' needs were supplied.⁸

The water company apparently retained its interests at this time, although, as the result of a bond issue election on November 6, 1917, the town was authorized to issue fifty-five thousand dollars worth of waterworks bonds.⁹ The measure had received considerable opposition, highlighted by the charge that the election was illegal, since no petition had been signed. When the objector's name was discovered on the petition—he had forgotten that he had signed it—opposition on that score ceased. Although an oft-repeated assertion was made in February, 1918, that the reservoir was full and no water shortage was anticipated for years to come, the water company still had trouble and went into

³ *Ibid.*, October 26, 1912. Jacob Cauffman was head of the company in 1913. *Ibid.*, September 11, 1913. This company is not to be confused with the Williams Water Company formed by C. E. Boyce and others late in the nineties, and which had been denied a franchise at the turn of the century.

⁴ The principal owner was Duke M. Farson. *Ibid.*, July 5, 1917.

⁵ *Ibid.*, November 23, 1916. The Coconino Water Development Company.

⁶ *Ibid.*, December 21, 1916. The dam was raised 8 feet which, reportedly, would increase its capacity of 10,000,000 gallons threefold. *Ibid.*, June 1, 1916. The improved dam was 335 feet long and 6 feet wide (at the crest), with a maximum depth of 35 feet.

⁷ *Ibid.*, July 5, 1917.

⁸ The right to the water in this canyon was determined by the Federal Court at Prescott at some later date, evidently, as the *News* stated in 1924: "The question was raised [in council meeting] as to whether the town owns the water right in the waterworks canyon. Manager Hudson told how this matter had been brought before the Federal Court at Prescott and the court decided that Williams has the water right to the canyon involved." Williams owned the waterworks by this date. *Ibid.*, February 22, 1924.

⁹ The ordinance then passed by the Council provided for the issuance and sale of these bonds, as well as for electric light plant bonds. *Ibid.*, November 26, 1917.

bankruptcy by July.¹⁰

In October the waterworks was purchased by the town for thirty-five thousand dollars.¹¹ Some of the citizens then wanted the town to store the water from the dam for fire use and to pump water for domestic use from the wells. Pressure was to be provided by storing it in a reservoir on the hillside south of Williams. This idea was fostered by the unpalatable nature of the dam water. It was admitted that the town was probably working against itself by maintaining wells for free use while trying to sell water through its new system. On the other hand, one claimed, the majority used well water because they could not afford to pay for water and it would work a hardship on them to be deprived of the wells.¹² The system then in use was continued, and in 1921 the poor quality of the water compelled the *News* to urge the employment of "experts" to determine the sources of the spring water which evidenced itself at the city wells. It was argued that enlargement of the city reservoir would probably not improve the taste, and water from that source should be saved for emergencies.

The council was intent upon solving the water problem in 1921—probably because of an imminent shortage. In December, however, heavy rains filled the reservoir and the *News* once again opined: "It is probable that Williams will not again be confronted by a serious water shortage, for many years to come."¹³ The water problem was usually laid aside at such times of plenty. This time, however, to the credit of the *News*, it was urged that plans for raising the dam go ahead in hopes that a permanent solution to the problem might be obtained. Then, only the problem of improving the quality during the hot summer months would remain.

Little progress was made in 1922, although enlargement of the reservoir and aeration of the water therein was discussed. In 1923 experts were consulted in regard to eradication of the algae which evidently gave the reservoir water its poor taste. The water consultants also made a survey, from which they determined that if the present dam were raised, widened and strengthened, it could supply a town of 2,500.¹⁴

A favorable vote in a bond election in April, 1924, authorized the

¹⁰ *Ibid.*, July 12, 1918. Also, the town had started condemnation proceedings against the company.

¹¹ *Ibid.*, October 25, 1918. Actually the town purchased only the property of the company it deemed necessary. This included Well No. 1 and equipment, pipe lines, water, hydrants, meters and appliances, together with right-of-way for the conduction and distribution of water from the reservoir in "Cataract Canyon" [sic]. Of course, they purchased the reservoir and site (the northwest quarter of section 4, Township 20 North, Range 2 East) and lots 3 to 9 inclusive in block 22, Williams.

¹² *Ibid.*, November 29, 1918.

¹³ *Ibid.*, December 30, 1921.

¹⁴ *Ibid.*, September 21, 1923. Only 61,000,000 gallons would be needed, it was said.

council to raise funds for water improvement.¹⁵ By December it was announced that Williams could soon forget her water worries until the population reached 3,000 or more, as the reservoir improvements were nearly completed. Four months later, the *News* assured its readers that the improved dam, once full, would be capable of supplying the town for three years.¹⁶ The community was apparently well served by this source for the next few years, although some trouble was experienced for a while with the dam leaking. It was repaired in 1927, and the *News* on that occasion summed up the situation: "With the leak successfully stopped the town will have a water supply that will permit of considerable growth before additional capacity is required."¹⁷

However, in 1928, when the power plant burned again, the merchants urged that the town sell its utilities, chiefly because it had not provided power at low rates nor a sewer system. The *News* supported this move. A special measure to authorize sale of the utilities was passed in an election held October 9, 1928. In November the water and power systems were advertised for sale as a unit to the highest bidder. One bid was accepted, although it was not accompanied by a certified check as stipulated in the sale notice. The other bidders then withdrew and, when the town subsequently failed to reach a final agreement with the successful bidder, the water system remained under municipal ownership.

In 1929 the *News* continued to urge the development of water resources, and the editor made a personal reconnaissance of possible dam sites.¹⁸ At the end of 1930, the press was still calling for increased utilization of the water resources of Bill Williams Mountain.¹⁹ Also at this time, the enlarged municipal reservoir was said to be catching all the water that flowed down the canyon, and no overflow was left for the Saginaw and Manistee dam below. The lumber company's claim to water from that canyon was not legally established, but the town was releasing about 18,000,000 gallons of water to it each year. It was suggested that the town retain that water and provide for the lumber company's needs by leasing the old Phelan dam. The Phelan dam had been rebuilt in 1928 by the Cureton brothers, who offered to lease it to the town for six hundred dollars a year.²⁰ The plan was to lay pipe and pump water to the sawmill for engine use. It was said that if the company were thus supplied with sufficient water it might

¹⁵ *Ibid.*, April 11, 1924. The dam was to be raised 10 feet, an aerator provided, and the old wooden pipes were to be replaced by new steel ones, among other things.

¹⁶ *Ibid.*, December 5, 1924; April 24, 1925. In April, 1925, the municipal well was supplying the town without help from the dam.

¹⁷ *Ibid.*, November 4, 1927.

¹⁸ *Ibid.*, March 8, 1929. "There is a dam site and a damn good dam site. . . . This site is just across from Dry Lake on the Canyon road, and . . . [it] would catch more water than flows over the Phelan dam, now the L. W. Cureton dam."

¹⁹ *Ibid.*, September 5, October 3, 1930.

²⁰ *Ibid.*, August 17, 1928. The brothers who rebuilt it were T. H. "Henry" Cureton and Luther W. Cureton. See also below, p. 132, footnote 106.

permit its own cement dam to be used for municipal storage purpose.²¹ No immediate action was taken, but by the end of 1940 the town was in a better than usual position in regard to this paramount problem. Much of the progress toward solving the water problem during this period can properly be attributed to the editor of the *Williams News*, F. E. Wells, who took every opportunity to impress upon the citizens of Williams the need for water resources development.

Efforts to place the electric power system upon a sounder basis during this period are closely interwoven with the search for an increased water supply and demands for a sewer system. Despite attempts by the Grand Canyon Electric Light and Power Company to improve electric service and increase the water supply during the early 1900's, the town was dissatisfied. It has been related how in 1912 the Williams Water and Electric Company took over the franchise and assets of the old company. The new company, too, failed to please, largely because it never fulfilled its obligation to provide a sewer system which, of course, was impractical until it could provide sufficient water. The destruction of the company powerhouse in June, 1917, as previously mentioned, gave the town an opportunity to obtain better service. The suggestion was made that the town purchase the utilities and secure its power from the Saginaw and Manistee Lumber Company. It could continue to use the old distributing system of the Williams Water and Electric Company. Arrangements were made to secure service from the mill at night during the emergency, and day service was to be instituted at a later date. In the meantime the town was forced to use whatever ingenuity it could to obtain service. It was an individual problem, and resort to the kerosene lantern and the candle were the principal expedients employed.²² The proposal of the lumber company to provide power at the switchboard was favored against the proposition of the Williams Water and Electric Company to rent its system to the town for eight percent annually of the appraised valuation.²³

The ordinance passed after the referendum election of November 6, 1917, provided for the sale of thirty-five thousand dollars worth of electric light bonds. The town evidently ignored the offer of both the power company and the mill, and purchased a power plant to pro-

²¹ *Ibid.*, October 17, 1930. This would give the town a total storage capacity of about fifty-four million gallons. The *News* also suggested increasing the supply still further "by catching water at the head of another canyon on the mountain and diverting it into the city reservoir."

²² The *Williams News* used a motorcycle engine to run its press and a small bicycle engine to run the linotype. The post office obtained some power from the Saginaw mill to run a small motor. The Cabinet Saloon used an old Edison Gas Lamp system it had installed years before. The Methodist and Catholic churches held daylight services, but the Episcopal church which was on the mill property, obtained electricity from that source.

²³ *Williams News*, July 5, 1917. The electrical equipment was appraised at \$7,000. The company asked \$60,000 for both the water and power plant, although the former was appraised at \$50,000. *Ibid.*, September 6, 1917.

vide for its needs.²⁴ Day service was resumed in the early part of 1918. Although service was not uninterrupted from then on, municipal ownership was considered fairly successful and even some profit was made.²⁵ The distribution system of the old company was used, having been purchased from the company at the same time as the waterworks, in October, 1918. This plant operated until the power house burned for the second time on August 8, 1928.²⁶

It has already been noted that both the businessmen of the town and the *News* had favored disposal of the power and water utilities to private interests in 1928.²⁷ A charge which had been leveled against the Williams Water and Electric Company a decade earlier to support the plea for municipal ownership at that time, was now turned against the town—it had not provided a sewer system. It was also pointed out that it had not supplied power at low rates.

During the emergency the Saginaw and Manistee Lumber Company supplied night current from its generating plant at the box factory.²⁸ The proposal to sell the utilities (passed on October 9, 1928) and the subsequent failure to achieve agreement with any of the bidders have previously been mentioned.²⁹

An offer by R. A. Nickerson, of the mill, to rebuild the city power plant within thirty days was then accepted. By the end of December, the town received day current from the old municipal plant and continued to get its night supply from the mill. This arrangement was opposed by some of the citizens, however, who urged complete disposal to a private concern. It was argued that the rebuilt engine was impermanent and the distributing system inefficient; a plea for another call for bids was voiced. The mill officials asked that the council table this proposal and a conference of the lumber company officials, Santa Fe representatives, and the council was held. The *News* stated:

²⁴ *Ibid.*, November 29, 1917. It was considered ample for night service and purchase of a supplementary unit for day services was planned.

²⁵ *Ibid.*, November 7, 1919. In February, 1920, a new steam engine was installed and later that year mill waste began to be used for fuel instead of the more expensive fuel oil. *Ibid.*, February 6, November 26, 1920.

²⁶ *Ibid.*, August 10, 1928. An interesting incident of this fire was the near loss of the town fire engine, which was in the power house. The building burned while the firemen rushed the truck to a fire plug.

²⁷ See above, p. 113.

²⁸ *Williams News*, December 12, 1928. Arrangements were made with the Arizona Edison Company—one of the bidders—to install a plant, draw power from the Saginaw boilers, and provide day current temporarily. This company withdrew from the bidding when it failed to negotiate a contract with the mill for its refuse fuel.

²⁹ A citizens' committee, led by Harry Dial, later blamed the failure upon the council's subservience to R. A. Nickerson, who conducted the negotiations for the Saginaw and Manistee Lumber Company. The citizens' committee opposed the subsequent contract with that company. Dial bitterly accused the council of spending the taxpayers' money to find an attorney who would justify its actions. The council was accused of accepting, over the objection of the town attorney, a bid which had been made in poor faith. *Ibid.*, July 19, 1929.

[We have] asserted repeatedly that the economical thing to do is to so pool the interests of all consumers of electric current here. We have also stressed the point that private management of the power plant and distribution system would undoubtedly be much more efficient than municipal management.³⁰

The *News* advocated giving the Saginaw Company preference if it could function as a private concern. Out of the negotiations came a proposed contract between the town and the lumber mill which provided that the latter would furnish current at the switchboard to the town, while the town would provide for the distribution of the current. The *News* supported this proposal, claiming that electricity would be supplied at a rate "nearly as low" as that offered by private bidders, and a local company would be aided. The proposal was accepted on March 1, 1929, over the objections of many. An attempt by petition was made to obtain a referendum vote, but an emergency clause in the council's resolution voided that action.³¹

In June, 1929, work was started on the new power plant, and a subsidiary of the lumber company was incorporated to operate the plant.³² A seven year contract with the Saginaw Light Company was signed on December 21, 1929 and operation of the plant started early in 1930.³³ Improvements were made in the distribution system later that year which were expected to increase its efficiency.

By the end of 1930 there was still no sewer system, although a company had been authorized in 1929 to make an engineering survey and a cost estimate for the system.³⁴ The area between Sherman and Bill Williams avenues, however, had been provided with large cess pools by this time. The acquisition of an adequate sewer system for the entire town was largely contingent upon a more substantial water supply, and not until the middle thirties was that goal reached.

In the interest of better telephone service for Williams, an election was held on March 5, 1912, to award a franchise for the operation of a system in Williams. Both the New State Telephone Company and the Overland Telephone and Telegraph Company had applied for the privilege. The system in Williams was then being operated by the latter company, which had purchased it from the Grand Canyon Electric Light and Power Company.³⁵ Ordinances were passed which granted franchises to both the New State and the Overland telephone companies.³⁶ Apparently the New State Company dropped the project

³⁰ *Ibid.*, February 1, 1929.

³¹ *Ibid.*, March 8, 1929.

³² *Ibid.*, June 14, 1929. R. A. Nickerson and Dr. P. A. Melick were the incorporators. It was made a subsidiary for convenience in organization and financing. The mill was to be completely electrified, even if the contract were not subsequently signed.

³³ *Ibid.*, December 27, 1929. The old rebuilt plant was used until then.

³⁴ *Ibid.*, July 26, 1929.

³⁵ Some of the ranches south of Williams had been provided with telephone service in 1911, by being permitted to cut in on the U.S. Forest Service line constructed for ranger use from the headquarters at Williams to the Pine Flats area. *Ibid.*, August 19, 1911.

³⁶ *Ibid.*, April 6, 1912.

of serving Williams, and the Overland Telephone Company soon went into receivership. In July, 1912, the Mountain States Telephone and Telegraph Company purchased the property of the Overland Telephone Company of Arizona.³⁷ In 1914 local service was improved when the exchange was rebuilt, a new switchboard installed, and many wires replaced. As a result of a program of general improvement of the system in northern Arizona in 1918, Williams enjoyed excellent long distance service with the rest of the state and other points in the Bell system after that year.³⁸

Considerable progress toward better fire protection was made in this period. On October 14, 1912, ordinances were passed which established a fire department and the office of fire marshal. The fire limits were extended the following month. In February, 1914, a siren fire alarm was installed at the water company's power house. The *News* remarked:

Some feel regret that the old alarm of five shots must go. It is a regret like that at the loss of an old land mark. The stern voice of progress speaks, stating that the Wild West must go.³⁹

By 1921 the department equipment evidently consisted of two hose carts, which were hauled to the fire by the first truck driver who could reach the cart. Arrangements were made by the Fire Chief in 1921 to provide a payment for the driver who performed this service. Hose stations were also established at different points that year. One hose cart was located in the Town Hall,⁴⁰ another "at the old section

³⁷ John C. Fleming (enclosure) to J. R. Fuchs, January 23, 1952. "The Overland Company operated approximately a half dozen offices in the state at the time and they were connected by a limited long distance service." Overland had systems in Phoenix, Tempe, Mesa, and Jerome, and in several other northern Arizona towns. *Williams News*, June 6, 1912.

³⁸ In 1918 a new pole line was built and copper wire was strung through Williams and other towns in northern Arizona. The system was once again modernized in 1937, when a new building was constructed on South Third Street, and a modern switchboard installed. At that time there were 278 local subscribers. There were also "22 service station telephones working out of Williams" in 1937. Fleming to Fuchs, January 23, 1952.

³⁹ *Williams News*, February 26, 1914. The railroad roundhouse also sounded its whistle if a fire was seen.

⁴⁰ Williams has never built a town hall as such. Until around 1930 it was apparently moved a number of times from one location to another. The first meeting after incorporation, in July, 1901, was held in a "temporary townhall." The following month a resolution was passed to buy a building on lot 4, block 16, Williams townsite. (C. E. Boyce evidently owned the ground, which is just west of First Street on the south side of Bill Williams Avenue.) This building was apparently purchased and used at least until 1910, and probably later, although Jacob Cauffman was appointed a committee of one in June, 1908, "to locate a suitable lot upon which to build a town hall." The present quarters in the Sultana Building have evidently been occupied since the late twenties or early thirties. They were enlarged in 1931, and the Williams-Grand Canyon Chamber of Commerce occupies the same offices. A proposal to build a town hall was briefly entertained in October, 1933, and then abandoned. *Ibid.*, July 20, August 31, 1901; January 10, 1903; June 20, 1908; February 6, 1931; October 27, 1933.

near the I. O. O. F. Hall"⁴¹ and the Saginaw mill loaned its hose for fires in the western part of town. The water in the Santa Fe dam above town was made available for fire purposes (only) by being coupled with the lumber company pumps and then with the city water mains. The Saginaw pumps were able to produce a high pressure otherwise not available to the town. In March, 1923, under the title "Hickville Fire Equipment Out of Place," the *News* urged the purchase of a fire truck and said a trained squad of firemen should be provided. Later that year an engine was purchased and was maintained at the powerhouse by the city engineer.⁴² Although it was once characterized as a "Squirt Gun" by a representative of the Arizona Board of Underwriters, the new truck was responsible for a substantial reduction in fire insurance rates in Williams at that time.⁴³ The acquisition of a fire truck, for a town which had suffered as Williams had from fire, was no doubt considered a civic improvement of considerable magnitude.

Another civic improvement was provided by the Coconino County Board of Supervisors in 1920, when it furnished the justice of the peace at Williams with new quarters. Located two doors east of the Grand Canyon Hotel, the building was primarily for the use of the county farm agent, but the Board authorized its use by the justice of the peace, who moved his office there. The *News* gratefully acknowledged that "this is the nearest thing to a court house that Williams has ever had."⁴⁴ Ten years later the supervisors provided four thousand dollars for the construction of a county building in Williams. Erected on the northwest corner of Bill Williams Avenue and Taber Street, it housed the branch jail and the offices of the justice of the peace. It still serves the same purposes today. The old jail at the northern end of the same lot, facing on Railroad Avenue, was converted to a county garage. A new building in which to store county road maintenance equipment was built between the old and the new jails.⁴⁵ A night marshal was appointed in 1914, chiefly to enforce the newly passed ordinance which required saloons to close at midnight. It was felt that his salary would be partly paid by "night wrongdoers." An interesting description of "night life" in Williams was provided by the night marshal's report of September 1, 1914:

⁴¹ The station was at Third Street and Grant Avenue. It was erected around the latter part of 1909. An "old 1917 Ford" engine is mentioned in 1946, but there is no indication of when the town acquired this engine. *Ibid.*, October 31, 1946.

⁴² *Ibid.*, July 20, 1923. It was purchased from the Waterous Engine Works of St. Paul, Minnesota. Its narrow escape from destruction in 1928 has been referred to above, p. 115, footnote 26.

⁴³ In November, 1929, a new La France truck of modern design was purchased by the town. It was designed to produce 90 h.p. and to develop 500 lbs. water pressure. *Ibid.*, September 20, 1929.

⁴⁴ *Ibid.*, August 20, 1920.

⁴⁵ *Ibid.*, October 17, 1930. The new jail had two cell blocks and jailor's quarters in the rear, while the justice of the peace's office fronted on Bill Williams, as it still does. The city police occupy the same building.

I made 10 arrests for several complaints of which they were fined the net sum of \$90 and I certainly have kept down a considerable amount of disturbances after 12 o'clock. Also my dog and myself have killed 17 skunks this month which I consider a great benefit to the people of our town as they certainly are a dangerous pest and I have been ably supported by the people who want a good clean town.

The largest part of the trouble occurs between the hours of 12 and 4 a.m. when the people are wandering around, no place to go but they seem to look for trouble.⁴⁶

Although the attempt to improve the town—at least in the opinion of many it would have been an improvement—by outlawing saloons failed, many other improvements were made during this era. Numerous streets were graded and cindered in 1914. Evidently some of the secondary streets took precedence over the main thoroughfare, Bill Williams Avenue. It was stated that that avenue “while well elevated seems to have been neither graded nor rolled and as a consequence is made up of a succession of miniature hills and valleys along the main business section. It does not look well and neither does it ride well.”⁴⁷ The first cement sidewalks were laid on Bill Williams Avenue between Second and Third streets in 1914. Some cement culverts were also constructed, but the walks were still made of boards in most sections of town. The *News*, in 1916, undertook and completed a project to supply street signs for the town.

The county roads which served Williams were evidently not always well maintained, especially during the winter months. In March, 1917, it was said that automobiles were shipped by train between Williams and Flagstaff, and Williams and Ash Fork, because the roads were so bad. The *News* deplored the effect of this on the tourist trade.

Other changes indicative of the continued growth and civic spirit of Williams were made in this period. An effort was made by Williams in 1912 and 1913 to obtain a division of Coconino County. The proposed new county, with the seat at Williams, would have been comprised of the portion of Coconino west of a line running north and south about one mile east of Bellemont.⁴⁸ It was to be called Hunt County in honor of the first governor of the state, G. W. P. Hunt. A mass meeting was held early in 1912, and an executive committee was appointed to push the movement for division.⁴⁹ The usual arguments to support a desire for county division were advanced: the county administrative costs would be lowered; the taxes paid by the west side of the county would be used for the improvement of that side; a board of supervisors could be elected who had local interests at heart; the county seat would be closer; and the town's prestige would be enhanced. It was argued by Williams—which had always feuded

⁴⁶ *Ibid.*, September 3, 1914.

⁴⁷ *Ibid.*, September 24, 1914.

⁴⁸ *Ibid.*, March 15, 1913.

⁴⁹ On the committee were: C. E. Boyce, J. S. Amundsen, P. A. Melick, F. O. Polson, W. C. Rittenhouse, J. S. Button, Geo. W. Mathews, John Hill, Andrew Smith, William McCay, and L. S. Williams. *Ibid.*, February 10, 1912.

with Flagstaff to some extent—that the western end paid over forty-five percent of the road fund into the county treasury (chiefly through proceeds from the Tusayan National Forest). The supervisors, on the other hand, apportioned only about twenty-one percent to that district.⁵⁰ The very poor condition of the roads in the Williams district, it was claimed, was due to the favoritism shown the east side (or Flagstaff district) to the detriment of the west side of the county.

In May, 1912, the bill to create Hunt County passed in the state House of Representatives, but failed by several votes to pass in the Senate. The measure apparently lost some support through the introduction of several similar bills at the same session. The Senate then looked with ill-favor on the creation of any new counties, it was said.⁵¹

According to the *News*, the division bill of 1912 was not opposed to any great extent by the people of Flagstaff. The chief objection was that much of the property was then "practically" untaxed but would be properly appraised in order to achieve a satisfactory county division, if the bill passed. The owners of such property objected to any change which might result in their being required to pay their fair share of taxes. The residents of western Coconino advanced the same argument used when Coconino split from Yavapai—it was too far to the county seat and their county was large enough to make two. Since Coconino is the second largest county in the nation the argument was undoubtedly valid, although much of its land is comprised of untaxable national forests, which must be taken into consideration.⁵² The money which accrues to the county as its percentage of national forest timber sales and for other use privileges makes up in part for the loss in taxes, however.

When the movement for division was renewed in 1913, the opposition apparently used as its chief argument the fact that the new county would be entitled to forty-five percent of the sum then in the county treasury and to a credit of forty-five percent of the county property in the eastern end of the county. They probably failed to point out that Hunt County would be required to assume the same percentages of the county's bonded indebtedness.⁵³ Evidently their arguments were convincing, for the measure was defeated in March, 1913, when it was again presented to the state legislature. The *News*, at that time, claimed the bill was still not dead, but it apparently has never been revived.

⁵⁰ *Ibid.*, February 8, 1913. The supervisors claimed, according to this account, that their intent was to give the west side thirty-three percent of the road fund.

⁵¹ *Ibid.*, May 18, 25, 1912.

⁵² Coconino County, with a total area of 18,599 square miles, is exceeded only by San Bernardino County in California, with its 20,160 square miles of area. U.S. Bureau of Census, *Sixteenth Census of the United States: 1940. Areas of the United States*, pp. 6-17.

⁵³ *Williams News*, February 15, 1913. There was \$90,000 in the treasury; the bonded indebtedness was \$159,000; and the new county (after receiving their credit for county property in what remained as Coconino) would have to assume \$39,000 of the bonded debt.

The lumber industry continued to operate on about the same scale during this period as in the first decade of the century. Although it was reportedly cutting twenty-five million feet of timber a year prior to 1905, and its capacity was said to have been double in 1907, its production in 1928 was said not to be much in excess of thirty million feet.⁵⁴ In that year the company purchased timber on a unit of land which, it was said, would insure it an additional six years' cut and continued operation at Williams for eight years.⁵⁵ One change in the aspect of lumbering at Williams occurred in 1928, when the big mill disposed of its last team of horses. The truck displaced them and the "big wheels" used in the operations for so many years. The Saginaw mill was completely changed over from steam to electricity in 1929, when the new power plant to supply current for the town was constructed.

The cattle industry, like the lumber industry, did not experience much expansion in the Williams region during this period. In fact, a decline in the number of cattle permitted to graze on the Tusayan National Forest, where most of the stock in the vicinity are grazed, was recorded by the beginning of the twenties. The permit system, under which the stock were grazed on the national forests, provided that each permittee could graze a stipulated number of head on a specified area during the grazing season for that particular forest. In late 1916 the Tusayan Cattle Growers Association was formed to look after the interests of cattlemen in the vicinity of Williams, and the importance of Williams as a cattle center was expected to increase.⁵⁶ The number of permits issued and the number of head each permittee could graze was the subject of controversy from time to time, but on the whole the system worked well (and still does). In 1914, so many applications had been submitted for permits that selection was made strictly on the basis of "those best qualified." The total amount of permits issued to beginners and the increases in number of head for "small owners" was very limited for any one year.⁵⁷

Between 1912 and 1914, the number of head of cattle and horses grazed on Tusayan National Forest rose from 23,712 to 27,477. The

⁵⁴ *Ibid.*, January 11, 1929. In 1927 the Saginaw and Manistee Lumber Company had a 28,000,000 foot output annually, employed from 400 to 500 persons, and had an annual payroll of approximately \$450,000. *Ibid.*, December 2, 1927.

⁵⁵ *Ibid.*, July 13, 1928. The Grand Canyon Unit containing about 150,000,000 feet of timber. This unit, of course, was a part of the Tusayan National Forest which then contained about 1,500,000 acres of land of which about 1,250,000 were administered by the government, the remainder being alienated to private owners. The government land contained about 490,000 acres of western yellow pine with an estimated 700,000,000 board feet. *Ibid.*, January 11, 1929. Cf. above, p. 97, footnote 71.

⁵⁶ *Williams News*, December 7, 1916. A few of the members of the Tusayan Cattle Growers Association were: T. Fred Holden, Nick Perkins, F. O. Polson, R. C. Wentz, Duff Brown, Martin Buggeln and Ed. Hamilton. *Ibid.*, December 14, 1916.

⁵⁷ *Ibid.*, March 12, 1914.

1914 total nearly equaled that of 1919, the peak year for the period, when 27,719 head were grazed. This number declined to 23,979 in 1920, and there was a gradual falling off over the next ten years to about 18,000 head.⁵⁸ There are no figures available on shipments from Williams during this period, but in October, 1930, it was reported that large numbers of cattle were being moved by the railroad from the stockyards northeast of the town.

What has been related concerning grazing permits for cattle and horses likewise applies to the sheep grazing industry. Over 100,000 sheep grazed on the forest in the first years of this period. From 121,246 in 1912, the number of head declined to around 76,372 in 1920. It recovered slightly until at the end of the period there were about 78,000 a year permitted on the Tusayan National Forest.⁵⁹ Statistics of livestock grazing on the national forests, however, are deceiving in view of the frequent changes in the forest boundaries through consolidations and transfers.⁶⁰ Apparently there are no very reliable statistics indicative of the exact value of the livestock industry to Williams, but its importance cannot be denied. The reduction in the number of livestock on the national forest largely overcame the problems produced by over-grazing. Because of the controlled grazing policy, rather than in spite of it, the livestock industry remained of importance to the economy of Williams.

Like the livestock industry, the railroad facilities at Williams also remained pretty much as they had been in the first decade of the century, although some changes were made. The double tracking which had been started in 1910 was completed early in 1911. The hope that the freight division might be removed to Williams at this time was once again expressed. The *News* stated: "Williams has a strong claim for the division, on account of the immense quantity of water which may be developed on, around and about Bill Williams mountain." However, there is no record of any change of the division point being made at that time.⁶¹

In 1923, additional rooms were evidently added to the Fray Marcos Hotel and the capacity of the lunch room and restaurant facilities increased.⁶² The company toward the end of this period once again attempted to increase its supply of water at Williams. In 1926 Santa Fe engineers reportedly surveyed for a larger dam at the head of the Santa Fe Canyon. They also attempted drilling for water again, either in late 1929 or early in 1930. The *News* remarked that this had turned out as the "old-timers expected" and the railway company, it was rumored, would now proceed to construct a large storage reservoir near the head of the canyon.⁶³ Evidently this was just another rumor,

⁵⁸ *Ibid.*, December 2, 1927; January 11, 1929.

⁵⁹ *Ibid.*, December 2, 1927; January 11, 1929.

⁶⁰ Sowell to Fuchs, February 20, 1952.

⁶¹ *Williams News*, March 4, 1911.

⁶² *Ibid.*, June 15, 1923.

⁶³ *Ibid.*, February 2, 1930.

but in several years the company again enlarged its dam as it had done on several occasions.

Travel to the Canyon over the railroad from Williams increased steadily. Use of the automobile increased at even a greater rate and by 1926 the number of rail passengers to the South Rim of the Grand Canyon was only slightly in excess of the number who reached the Canyon by automobile. In 1927 automobile travel to the Canyon surpassed rail travel in volume for the first time. By 1930 the automobile far exceeded the railroad in number of tourists carried to the Canyon.⁶⁴ Bus or stage service evidently started around 1928, but the number of persons transported to the Canyon by that means was still insignificant by 1930.

The steady increase in automobile travel brought about an interest in better roads on the part of the citizens of Williams. Not only were they interested in improvements on the county road between Williams and Flagstaff, and Williams and Ash Fork, but the Canyon road was also involved. The roads between Flagstaff and Williams, and Williams and the Grand Canyon, in the first three decades were not much of an attraction for tourists. Both were county dirt roads which at times were practically impassable. In 1911 the *News* reported the opinion of a Williams citizen who had just completed the trip to Flagstaff:

All autos attempting to go from Williams to Flagstaff on the county road would do well to take a four-horse team with them, as up to date none have been able to negotiate the greasy mud and water at Bellemont.⁶⁵

The traveler counseled taking along a derrick to get over the Santa Fe railroad crossing at Riordan and said that in the long run one would do better by avoiding the road and "taking to the rocks."

Williams this same year, however, for the first time had hope that a national highway might be routed through there, when legislation was introduced into congress which provided for the selection of two routes through Arizona. There was to be a summer route and a winter one, it was said, the former to pass along the thirty-fifth parallel and near Flagstaff and Williams. In 1913 Williams was represented at the meeting in Kansas City of the National Old Trails Association.⁶⁶ This organization urged construction of a national highway over the northern or scenic route in preference to the southern or historical route, through El Paso and Tucson.

The east-west county road at Williams was an extension of Railroad Avenue eastward until 1911. Thus, it ran south of the railroad tracks through Williams. At the eastern end it crossed the tracks and then encountered the hill on which the smelter had been built

⁶⁴ In 1926 there were 65,501 persons who reached the South Rim of the Canyon by rail, while 63,631 arrived there by automobile. During the travel year 1930, there were 49,890 persons transported to the South Rim by rail, while automobile passengers totaled 100,179. H. C. Bryant (enclosure) to J. R. Fuchs, February 27, 1952. See Appendix E.

⁶⁵ *Williams News*, July 15, 1911.

⁶⁶ By Martin Buggeln and L. S. Williams.

in 1898.⁶⁷ In January, 1911, town and county representatives reached an agreement with the Santa Fe to change the road to the north side of the tracks. The new road, which was to be maintained by the county, was graded later that month and when completed did away with crossing the tracks east of Williams and avoided the hill.⁶⁸ In the twenties, the federal highway was established generally along the same route which approximated the old Whipple wagon road. It became known as the National Old Trails Highway (later U.S. Highway 66). The road was graveled principally with the volcanic cinder so prevalent in the area, and this was evidenced in the odd shades of red, brown, and gray which colored the surface of the road. Williams anticipated paving of this road by the federal government as early as 1924, but not until the early part of 1928 did the project get under way.⁶⁹ The government route, as surveyed by the Bureau of Roads from the west end of Williams, followed Bill Williams Avenue in Williams (instead of Railroad Avenue) and, instead of turning north to cross the tracks on Second Street, was surveyed straight on through the town. In other words the Bureau of Roads wanted the national highway to be paved straight through the main business section and to cross the tracks at the east end of Williams, as the road had prior to 1911—except that Bill Williams Avenue, instead of Railroad Avenue, was to be followed. The federal road bureau agreed to provide a large share of the funds, but would only pave east through Williams as far as Second Street, since the town would not consent to the adoption of the new route south of the tracks east of Second Street.⁷⁰ Williams provided the rest, and the owners of property which fronted on Second Street between Bill Williams Avenue and Railroad Avenue paid to have that block paved.⁷¹

The towns along the national highway were quick to realize the value of that road and to organize to combat the propaganda of those interested in attracting travelers to other routes. The National Old Trails Association completed its organization at a meeting in Kingman in 1925. Williams allied itself with this association. Shortly after paving of the road through Williams had commenced in 1928, it was announced by the Arizona State Highway Commission that oil

⁶⁷ *Williams News*, January 7, 1911.

⁶⁸ *Ibid.*, January 21, 1911. The new road (north of the tracks) evidently joined the county road which led south from the Grand Canyon and crossed the tracks in Williams between Second and Third streets at this time. See above, pp. 76-77. In 1916 the town authorized the railroad company to open a new track crossing at Second Street and to close the crossing half way between Second and Third streets that had been in use since 1895. *Ibid.*, April 20, 1916.

⁶⁹ *Williams News*, September 26, 1924; April 27, 1928.

⁷⁰ *Ibid.*, June 11, 1926. The government was to provide sixty-one percent of the cost of paving the central section of Bill Williams Avenue from the west end of town to Second Street. Williams was to provide the balance and the cost of widening. A paving bond election, held June 21, 1926, provided for raising the funds.

⁷¹ Those who provided for the paving of this block were C. E. Boyce, the Arizona Central Bank, the White Garage Ltd., and Harry Dial.

paving of Highway 66, as the road had now been designated, would soon start between Ash Fork and Flagstaff.

The town was also concerned with several other roads during the two decades under consideration. Although there were already roads from both Flagstaff and Williams to the Grand Canyon, a proposal for a new approach road was considered. It ran from Maine—fifteen miles east of Williams—north to the Canyon by way of Spring Valley. Flagstaff favored the proposal, while Williams wanted to spend the money on improving its present road. The new road was opened to travel, but the quarrel continued. The road from Williams lay at a lower altitude and did not get as heavy snows as the Maine road. Thus it could, it was argued, be kept open much more easily throughout the winter season. In 1921, when the controversy was raging, that fact was of greater importance because both the Williams road then in use and the road from Maine were, of course, unpaved.

The road from Maine to the Canyon was evidently in use for several years after 1921, but proved unsatisfactory. Involved in the question of spending more federal monies to make it a satisfactory approach road to what had now been designated the Grand Canyon National Park was the Park Service's desire to obtain title to the Bright Angel Trail. The trail was owned by the county, and the county board of supervisors was evidently dominated by Flagstaff. At any rate, when the supervisors passed a resolution to sell the trail at public auction on October 25, 1924, the *News* asked how they could sell the trail to the Park Service without placing the money in the county treasury to be used for "any legitimate county purpose."⁷² It was evidently felt that the board would contrive to use the money for improvement of the Maine road. And, although it was said this would be to the detriment of both Williams and Flagstaff, it was still conceivable that the supervisors might do this. There was also apprehension that the citizens of Flagstaff might be able to have the route turned to Flagstaff through Fort Valley, which would leave out both Williams and Maine. The *News* advocated a "Y" shaped approach road, one arm of which would extend to Flagstaff and the other to Williams.⁷³ It was later realized, however, that the county officials really desired to have the government construct and maintain a single satisfactory approach road because of the burden of maintaining both the county road from Williams and the Maine road. In a special election held in 1924 to decide whether the county should dispose of Bright Angel Trail to the National Park Service, the measure was defeated.⁷⁴

The Bureau of Public Roads surveyed a new approach road to the Canyon in 1925 which followed neither the old county road from Williams nor the Maine road. It left the Old Trails Route (Highway 66) at a point about two and one-half miles east of Williams and

⁷² *Williams News*, September 19, 1924.

⁷³ *Ibid.*, September 19, 1924.

⁷⁴ Williams opposed the sale. *Ibid.*, November 7, 1924.

approached the head of Bright Angel Trail at Grand Canyon Village over a route some fifty-seven miles in length. Construction did not start, however, since the Park Service still desired Bright Angel Trail, and Flagstaff withheld approval of the government survey. In 1927 the rival towns, Williams and Flagstaff, agreed that unless the trail were sold to the government the new road would never be built. The *News* suggested that Flagstaff take the lead in the negotiations and assured that town that Williams would support its actions. The Flagstaff Chamber of Commerce, in October, 1927, endorsed the survey and the county shortly thereafter agreed to sell the Bright Angel Trail. The government agreed to maintain the old approach road from Williams until the new road was completed.⁷⁵ They took over the maintenance early in 1928. Construction started shortly thereafter, and by the end of that year one half of the new road had been graded and surfaced.⁷⁶ It was expected then that all but the paving would be completed by the end of 1929. The road, opened December 24, 1930, was definitely a boon to Williams and more firmly established the town as the "Gateway to the Grand Canyon."

The other road project during this period which Williams considered of the utmost importance was the proposed Williams-Clarkdale road.⁷⁷ This road, to go over the rim to the Verde Valley settlements, was advocated by the *News* in an editorial on January 17, 1919. That it would bring the mining towns of the valley forty miles closer and benefit both stockmen and the "summer heat escapist," were reasons advanced for building it.

A group of businessmen in Williams organized in January, 1919, to help achieve this goal. A legislature bill approved by the Governor on March 22, 1919, provided funds for the survey and initial construction work on this road. The survey generally followed a crude road leading south from Williams at that time which gave access to Coleman Lake, Pine Flat, and the ranches in that vicinity on the eastern and southern sides of Bill Williams Mountain. It was passable for teams, and some automobiles had traveled over it, but much improvement was needed and, of course, the plan provided for its extension over the remainder of the distance to the Verde Valley. In spite of the auspicious start it was, however, another fifteen years before the project was completed in a satisfactory manner, as the funds provided were soon transferred to a Highway 66 project because of pressure from the board of supervisors, composed entirely of Flagstaff men at that time.⁷⁸

Access to a project designed to provide additional recreational facilities and to attract more tourists to the region, had been furnished

⁷⁵ *Ibid.*, October 14, 1927.

⁷⁶ A few miles were completed with oil and stone paving.

⁷⁷ Successively called Williams-Clarkdale, Williams-Jerome, Williams-Verde Valley, and finally, Williams-Perkinsville road, as it is now known. Hereafter referred to as Williams-Perkinsville road.

⁷⁸ *Williams News*, November 12, 1936.

by the old road. This project, which had its formal birth in a meeting held in January, 1917, was to develop Coleman Lake and the adjacent area into a recreational spot. On January 30 the Williams Development Association was organized, with the avowed purpose of developing Coleman Lake and other resources near Williams.⁷⁹ This lake, formed in the late seventies by a dam raised to impound water for livestock, had been used as a picnic site for many years. The program chiefly entailed raising the dam to enlarge the reservoir and increase the depth to adapt it better to fishing and boating. By June work was underway. All funds were acquired through public subscription and no large-scale program could be carried out. Nevertheless, the dam was raised to an extent estimated to increase the depth four feet, fish were planted, and the road was improved. As it was already in a beautiful natural setting, little needed to be done to develop it on that score. In October, 1917, the Forest Service opened a number of lots to be sold as homesites at the lake.

Early in 1921 some of the citizens again started a movement to boost Coleman Lake as a recreational area. As usual, the *News* championed the cause. Raising the dam again and ditching the watershed to divert a larger flow into the lake were the chief aims. A year later, in May, 1922, the county board of supervisors appropriated \$12,700 to be spent on the Colman Lake road.⁸⁰ The Coleman Lake Development Association was formed in September to replace its predecessor of 1917, the Williams Development Association, and a picnic was held to arouse interest in the project. Funds were raised, and by the first week of November the work was completed. An increased flow into the lake of twenty-five to fifty percent was expected from the additional ditching accomplished. Coleman Lake provided (and still provides) many happy moments for picnickers and tourists, but by 1925 it was recognized that the watershed was insufficient to provide ample water for boating and fishing. This started discussion of the various sites where a new community lake of greater size might be developed. J. D. Dam, about fifteen and a half miles southeast of Williams, and, like Coleman, a livestock watering place, was considered. The Johnson Cattle Company, however, had rights to this dam. Although that firm probably would have cooperated, it was felt that a site belonging entirely to the local chamber of commerce would better serve the town. In April, 1926, the chamber of commerce appointed a Community Lake Committee, and several other service organizations expected to appoint committees or representatives to help study the project.⁸¹ Nothing seems to have been accomplished until the thirties, however, although J. D. Dam was further discussed in the latter part of 1929.

⁷⁹ *Ibid.*, February 8, 1917. An auto road to the summit of Bill Williams Mountain and development of Sycamore Canyon were also considered.

⁸⁰ *Williams News*, May 5, 1922.

⁸¹ These were the Rotary, Women's Club, Knights of Pythias, and the Odd Fellows.

Other projects, aimed at increasing the attractiveness of Williams and vicinity to tourists, as well as at providing new recreational facilities for its own citizens, were fostered during these two decades. Not all were a direct product of the town's efforts, nor did all reach fruition by the end of 1930. In 1920 the Forest Service opened a new trail up Bill Williams Mountain which could be used over a longer period of the year, since it was on the southern slope.⁸² As early as January, 1917, an automobile road to ascend Bill Williams Mountain was considered, but this idea had not borne fruit by the end of this period. In 1925 the Forest Supervisor did considerable work on the road leading from the Coleman Lake road south to the M. C. Ranch. His aim was to loop Bill Williams Mountain completely with a road south from Williams that would circle the southern slope and reenter the present Highway 66 near Pine Springs, about nine miles west of Williams. This work was eventually finished and today the road is called the Bill Williams Mountain Loop Road.

By 1929 the *News* had renewed its efforts to gain additional recreational facilities for Williams. In an editorial the *News* observed that although the new industry of "tourist farming" was already disputing the lumber industry for first place, much still remained to be done if the town were to profit to a greater extent from that industry.⁸³ The *News* was not alone in its efforts. Many commercial or businessmen's organizations were formed during this period to look after the town's development. Not until 1924, however, was a permanent organization dedicated to that purpose established. The Board of Trade, which had been formed in 1907, disappeared from the news the same year it started, as did the Business Men's Protective Association of 1909, even though the local option test, which the latter pledged to fight, did not come until August, 1911. In July, 1911, a group of citizens met at the opera house and established the Williams Commercial Club whose purpose was to work for the commercial and civic progress of the town.⁸⁴ The following month it was announced that the group was completely organized and it was referred to as the "Chamber of Commerce." Not much mention is made of this group after that, although in March, 1915, it held a meeting to consider the question of the road to the Grand Canyon. The *News* reported that the organization felt that nothing was of more importance to Williams, "the proper Gateway to the Canyon," at that time.⁸⁵ Little activity on the part of the commercial club is evidenced by the records after that date. Apparently it experienced difficulties, or simply became inactive, as the *News* an-

⁸² *Ibid.*, May 21, 1920. This trail branched off the Coleman Lake road near the H. L. Benham ranch. It was four and one-half miles to the summit from there.

⁸³ *Williams News*, August 23, 1929.

⁸⁴ *Ibid.*, July 29, 1911. The officers were: Robert C. Wente, president; L. S. Williams, vice-president; McDonald Robinson, treasurer; and Bob Sharp, secretary.

⁸⁵ *Ibid.*, March 19, 1915. The Chamber requested the board of supervisors to set aside a "specified sum" for use on the Canyon road.

nounced the reorganization of the Williams Commercial Club in March, 1920, with the hope that it would have "better luck this time." Its stated objectives were "to work for civic improvements and good roads."⁸⁶ The first project of the new organization was to provide twenty "artistic street lights" for Williams. This project, at least, must have been completed, since in November of that year the "Williams White Way" was said to be blazing.⁸⁷ A little over a year later, however, the *News* stated in an editorial that the "greatest need of Williams is a Commercial Club that is alive and will stay out of politics."⁸⁸ Evidently little was accomplished during the next several years, although the club did issue a tourist leaflet in early 1924 that contained a map of Williams and vicinity.⁸⁹

Not long after this, in December, 1924, the citizens took steps to effect the establishment of an active, permanent Chamber of Commerce at Williams. Alfred Skeels, a prominent citizen of Williams and then a member of the Coconino County Board of Supervisors, is said to have been the father of the new organization.⁹⁰ A temporary organization was set up on December 10, with Skeels as chairman and F. E. Wells, editor of the *News*, as secretary. At the next meeting, on January 7, 1925, the organizers selected the name "Williams-Grand Canyon Chamber of Commerce" for the new organization. Later that month an executive board of nine members was elected and the membership voted to affiliate with the national organization.⁹¹

Skeels, who was made first president of the Chamber of Commerce, has been prominent in the history of Williams and the state in several ways. Late in the twenties he donated twenty-three acres of the land upon which the present country club golf course is located, and his foresight and vision were largely responsible for the state's acquisition of the House Rock Valley buffalo herd. The latter, while not directly affecting the Williams area, is an interesting natural curi-

⁸⁶ *Ibid.*, March 5, 1920. The reorganization meeting held on March 3, elected the following officers: Dr. E. A. Miller, president; R. A. Nickerson, vice-president; Ed Johnson, treasurer; and L. S. Williams, secretary. It was also called the Chamber of Commerce.

⁸⁷ *Ibid.*, April 12, 1920. The lights were to extend from Railroad Avenue south on Second Street to Bill Williams Avenue and then west on Bill Williams "to near Alex Kiriakou's store, [just west of Sixth Street]."

⁸⁸ *Ibid.*, January 29, 1922.

⁸⁹ On this occasion the *News* pointed out that the town did not seek revenge on Flagstaff by omitting all points and roads near that town. Being of true service to the tourist, the item continued, was more important than the rivalry between the two towns. Evidently Williams was a "no-man's land" on the early tourist maps published in Flagstaff. *Ibid.*, July 4, 1924.

⁹⁰ *Ibid.*, October 5, 1944. Mrs. Alfred Skeels, personal interview, Williams, Arizona, September 9, 1951.

⁹¹ The executive board consisted of Alfred Skeels, R. A. Nickerson, W. C. Rittenhouse, James Kennedy, E. J. Nordyke, T. T. Muzzy, L. S. Williams, M. E. Duffy, and E. R. Boyers.

osity of northern Arizona which now provides sport (and meat) to a limited number each year in the House Rock Valley buffalo hunt.⁹²

There were changes in some of the established institutions at Williams in this period. On August 19, 1912, the Williams State Bank was incorporated and on September 1 replaced the Arizona Central Bank which had been there since 1899.⁹³ Later in this decade, around 1918, a branch of The Citizens Bank was organized at Williams, but was operated as such only until February, 1921; at this time it was consolidated with the Arizona Central Bank which had returned to Williams and succeeded the Williams State Bank a few years previously. The consolidated banks operated under the name of Arizona Central Bank.⁹⁴

The Williams News, which had been purchased by F. L. Moore in 1907, changed hands several times in 1913. In June, Moore sold it to J. V. Van Eaton who operated it for five months.⁹⁵ Van Eaton disposed of the paper in November, 1913, to Frank E. Wells and Frank M. Gold.⁹⁶ The paper was operated for several years with Wells as editor and Gold as business manager. In October, 1916, Gold dropped out of the partnership and Wells assumed complete control. *The News* has been published by Wells since that date.

The only other paper ever to be published in Williams was started in 1916. *The Williams Times* published its first issue on December 1, 1916. Owned and edited by Clifford S. Klock, who had learned the trade in the *News*' office, the *Times* was published weekly until October,

⁹² Skeels took a trip to Fredonia in 1925, saw the buffalo near there owned by James T. Owens, and upon learning they were for sale, attempted to interest the county in obtaining them to present to the state. G. W. P. Hunt, governor at the time, was a friend of Skeels, and the latter apparently gained the interest of Hunt when neither the county nor subscriptions from "big sportsmen in New York" could provide the ten thousand dollars needed to purchase the herd from Owens. In 1928 the state legislature appropriated the funds to acquire the herd for the state. Mrs. Alfred Skeels, personal interview, Williams, Arizona, September 9, 1951; *Williams News*, December 11, 1925; October 5, 1944.

⁹³ *Ibid.*, August 31, 1912. The incorporators were: William F. Dermont, McDonald Robinson, and T. E. Pollock. Four days previously the same men had incorporated the Bank of Williams. *Ibid.*, August 17, 1912. The change in name is unexplained. C. E. Boyce, who completed a new building on the southwest corner of Bill Williams Avenue and Second Street a little later that year, had intended to open a bank under the latter name, but did not do so. See *Ibid.*, November 9, 1912; September 15, 1933.

⁹⁴ *Ibid.*, May 31, 1918; February 11, 1921. The consolidated banks used the Citizens Bank Building. Plans for the establishment of a Grand Canyon Bank with principal place of business at Williams and a branch at the Grand Canyon were made in 1922, but it evidently never started operation. *Ibid.*, January 13, 1922.

⁹⁵ *Ibid.*, June 21, 1913. The first issue under Van Eaton's editorship was published June 28, 1913.

⁹⁶ *Ibid.*, December 4, 1913. The first issue published by Wells and Gold was on November 27, 1913.

1917, when publication ceased.⁹⁷ The *News* has been the only paper published in the town since that time.⁹⁸ In 1928 the *News* commenced issuing a booklet, attractive to the tourist trade, entitled "The Story of Old Bill Williams, Scout of the Santa Fe Trail," which has since been reprinted from time to time. Another publication devoted to tourists, the *Scenic Southwest*, a monthly magazine, was started around 1929.

Other institutions of Williams were expanded and improved during this period. The school, which had been enlarged in 1906, burned on January 5, 1912.⁹⁹ The *News* reported that the building had fire protection in the way of water pipes and about two hundred feet of hose, but, unfortunately, the pipes were empty.¹⁰⁰ The school was rebuilt on the same site and completed by August the same year. The following year agitation for the establishment of a four year high school was started, since the new building, it was said, could provide room for that purpose.¹⁰¹ The town voted in November, 1914, to establish a four year high school and to erect a separate building, but evidently no means of raising funds was sanctioned at that time. The following year discussion in regard to holding a bond election was carried on, but apparently the matter was deferred.¹⁰² The four year course was evidently established, however, since the Williams high school was accredited by the state university in February, 1916.¹⁰³ The increased enrollment was already overcrowding the building by 1920, and an additional wing was added to the school building on the southwest side that year. It duplicated one on the southeast, which had been added a few years previously. The increase in pupils had been steady from 1915 to 1920. By June, 1922, plans were once again

⁹⁷ *Ibid.*, November 30, 1916; *Williams Times*, December 1, 1916; October 19, 1917. In 1914 it had been rumored that F. L. Moore and George S. Paten [sic] might start a paper in Williams, but it never came into existence. See *Williams News*, April 23, 1914.

⁹⁸ What may have been the first daily newspaper ever published in Williams (see above, p. 69.) was started on May 21, 1951, by Wells. The daily, directed at the tourist trade, featured national news from the United Press news service and information about Williams and vicinity of interest to tourists. Because of a number of difficulties, not the least of which was the loss of some experienced staff members, publication of the daily ceased three months later, on August 24, 1951. *Ibid.*, August 24, 1951.

⁹⁹ *Ibid.*, January 20, 1912. A two-room addition to the school, which conformed in architecture to the structure then in use, was added in 1906 and first occupied in January, 1907. *Ibid.*, December 22, 1906.

¹⁰⁰ The nearest water, according to the account of the fire, was a block away at the public well.

¹⁰¹ *Williams News*, October 23, 1913. Only the first two years of high school were taught at that time. In the 1906-1907 school term a ninth grade had been started by the new principal, T. H. Cureton, who remained as principal of the Williams school for many years. T. H. Cureton, personal interview, Williams, Arizona, September 12, 1951. Cureton was later active in county and state politics.

¹⁰² *Ibid.*, December 23, 1915; January 27, 1916. The proposed bond issue was to provide thirty thousand dollars.

¹⁰³ *Ibid.*, February 24, 1916.

discussed for the erection of a separate high school building. A bond issue election in September failed, although the *News* stated that the school was assured and only "legal complications" had defeated the measure. Considerable debate as to a site for the proposed new building ended in an election on April 25, 1925, at which time the present site was selected.¹⁰⁴ Two days later, in another special election, a bond issue to provide for construction of the new edifice was passed.¹⁰⁵ Construction started in August, 1925, and the building was completed the following year. By 1930 there were 88 students enrolled in the high school and an additional 33 eighth grade pupils attended classes in the high school building. The grade school had a total enrollment of 437.¹⁰⁶

A new business building to contain stores and an opera house was completed by A. R. Bolin on the corner of Bill Williams Avenue and Third Street in November, 1912. Dedicated to entertaining the citizens with motion-pictures and other attractions, the amusement center was named the Sultana Theater and opened on November 13, 1912.¹⁰⁷ It still operates under the same name and at the same site, although ownership has since changed. On March 22, 1930, the sound or "talkie" picture made its debut at the Sultana, and the citizens no longer had to go to Prescott to witness this phenomena, as the *News* had advised the previous year.¹⁰⁸ A buffet was opened in the corner room of the building the same year.

There were other innovations which provided diversion from everyday toil during these decades. What was probably the first community Christmas tree was enjoyed in 1914. W. F. Dermont of the lumber mill and Harold Greene of the Forest Service donated the large tree, which was placed in front of the band stand in the center of town. The railroad provided various entertainment, sometimes at the Harvey House, but more often at the Sultana Theatre. By 1930 consideration was given to a proposal to support the municipal band by a tax levy. In the meantime it was sustained by popular subscription. The Mexican population also organized a band at this time. Initial work on a golf course was started in the fall of 1927, and by June of the following year organization of the Williams Golf Club had been accomplished. The "excellent 9 hole course" was also nearly complete by then.¹⁰⁹ A large community hall was constructed in the

¹⁰⁴ *Ibid.*, May 1, 1925. The school is east of Slagle Street on East Sheridan Avenue.

¹⁰⁵ Only residents within the city limits could vote, although all children of school age in the district are permitted to attend the Williams school without payment of tuition.

¹⁰⁶ *Ibid.*, September 12, 1930.

¹⁰⁷ *Ibid.*, November 9, 16, 1912. A dance was held in the new theater on November 9 to announce the date of opening. The building reportedly cost about twelve thousand dollars.

¹⁰⁸ The first sound movie shown was "The Street Girl" starring Betty Compton. C. M. Proctor owned the theater by this time.

¹⁰⁹ See above, p. 130.

latter half of 1929, to be used for indoor athletics and various social purposes. It was sponsored by the Community Church, and the work was voluntarily performed by the citizens of the town.¹¹⁰

Another recreational and cultural facility was provided for the town in 1915. On August 7, 1915, the cornerstone for the long-awaited library building was laid, and by October the new building was in use.¹¹¹ The library was supported by donations until 1922, when the town council leased the building from the Williams Library Association, accepted its services in administering it, and levied a small tax for the library's support.

A number of lodges, civic groups, and youth organizations were added to the roster of those existing prior to this period. Although there was a group of Masons organized as the Ashlar Club, there was no regular Masonic Lodge nor Masonic Temple until 1928. The Ashlar Club members attended lodge at Flagstaff prior to then. In 1928, construction started on a Masonic Temple at the northeast corner of Bill Williams Avenue and Third Street. Completed in May, 1929, it was known as Ashlar Hall, and the group became Williams Masonic Lodge No. 38.¹¹²

The Williams Rotary Club, a very active service organization in Williams, applied for their charter in April, 1923. E. J. Nordyke was the first president.¹¹³ The *News*, at the time the club started, observed that some cooperation between Flagstaff and Williams could be expected now through the respective Rotary clubs.

The Boy Scouts of America had a troop in Williams around 1917, under the sponsorship of F. E. Wells, the owner of the *News*. It later became inactive, but steps were taken in May, 1922, by a citizens committee to form a new troop. A Camp Fire Girls group was organized in 1923. An organization for the Mexican population, the Alianza Hispano Americana, was also organized in the twenties.

Williams underwent many changes in the period from 1911 through 1930. Perhaps most manifest was the increased importance of the tourist industry. The need was seen for developing that industry to replace the lumber industry as the principal economic support. Efforts toward that end increased rapidly in the middle twenties.¹¹⁴

¹¹⁰ The hall was the idea of Reverend Clarence Wagner of the Methodist Community Church. *Williams News*, February 2, June 20, 1929.

¹¹¹ *Ibid.*, August 26, October 28, 1915.

¹¹² *Ibid.*, June 29, 1928. The building, said to have cost thirty-five thousand dollars, incorporated the old Arizona Central Bank building within it. The building was dedicated November 17, 1928, and the cornerstone was laid on May 26, 1929.

¹¹³ *Ibid.*, April 6, 1923. J. W. Lee was vice-president, and the directors were: G. H. Spellmire, J. S. Hinton, Dr. C. D. Jeffries, Alfred Skeels, and E. R. Byers.

¹¹⁴ In 1911 there had been no garages, service stations, or auto camps, and but few accommodations besides the Harvey House (Fray Marcos Hotel) and the Grand Canyon Hotel. By 1930, there were 2 auto camps at Williams, several mountain resorts west of town, 4 or 5 service stations, 3 garages, and an auto supply store. The Button and Cherokee hotels were also furnishing rooms by then, in addition to the enlarged Harvey House and the Grand Canyon Hotel.

The lumber industry was still first in importance at the close of the period, however.

Several more additions or subdivisions of the townsite were opened during these two decades, and the population of the town increased from 1,267 inhabitants in 1910, to 2,166 in 1930.¹¹⁵ The greatest increase took place between 1920 and 1930 when a gain in population of 60 percent occurred.¹¹⁶

¹¹⁵ Plats for Block 10½K, Taber Addition and for Baumgartner Addition were filed on January 5, 1917 and August 6, 1929, respectively. U.S. Bureau of the Census, *Thirteenth Census of the United States: 1910. Population*, II, 71; *Ibid.*, *Fifteenth Census of the United States: 1930. Population*, I, 94.

¹¹⁶ The population rose from 1,350 in 1920, to 2,166 in 1930, for a gain of 816 persons; while from 1910 to 1920 a gain of only 83 persons was recorded. *Ibid.*, *Fourteenth Census of the United States: 1920. Population*, I, 180.

CHAPTER VIII

RECENT PROGRESS, 1931-1951

The preceding two decades were characterized by the many civic improvements which were conceived and brought to completion or for which the ground work was laid. The years between 1930 and the present (1951) have been important to Williams in that many of the goals broadly visualized in the previous period have been redefined in the light of recent experience, and considerable advancement toward completion of the revamped program has been made. This recent period has been, then, largely a continuation of the era of civic improvement. These two decades included not only the Great Depression and World War II, but also a local trouble—the exhaustion, in a practical sense, of the timber supply of the large Saginaw and Manistee Lumber Company at Williams. Williams profited from the depression, so to speak, by way of federal aid to certain projects which were planned by the community. World War II saw benefits, along with the attendant disadvantages, accruing to the town by virtue of its position on a federal highway and major trans-continental railroad. The removal of the lumber industry from Williams had been anticipated, despite some optimistic reports to the contrary, and the necessary program of development to attract the tourist trade had been started long prior to the departure of the Saginaw and Manistee Lumber Company. That program, of course, was intensified after the removal became a reality.

Another program which was intensified during this period was that aimed at securing an adequate water supply. While the *News* had frequently remarked in the preceding twenty years that the water supply was now sufficient for many years to come, the shortage of water, nevertheless, had remained one of the biggest problems confronting the town. Several important steps toward solving the problem were made in the next twenty years. The completion of two new dams and reservoirs were the most outstanding achievements, although a general improvement program not only aided in assuring a more dependable supply, but also furnished Williams with more palatable water than heretofore.

The first major addition to the water system was the completion of Dog Town Wash reservoir about six miles southeast of Williams. A water resources reconnaissance made by engineers in late 1933 had located the site for this dam and reservoir.¹ Several other suggestions for improving the supply were made at that time, but the town in a bond election of January 19, 1934, voted for construction of the Dog Town dam.² Construction started late in 1934, and the project was completed on September 13, 1935.³ It included a chlorinator and

¹ *Williams News*, August 11, 1933.

² *Ibid.*, January 26, 1934.

³ *Ibid.*, September 13, 1935.



Aerial View of Williams, 1951
(Courtesy R. L. Ziriox, Photographer, Williams)

filter plant to insure the purity and improve the taste of the water. This was built on the corner of Hancock Avenue and Sixth Street on land acquired from the Saginaw and Manistee Lumber Company.⁴ Use of water from the new reservoir started in early March, 1936, and the water situation was declared to be at its best in the history of the town.⁵ By June, 1936, water was being sold to the Santa Fe for resale to Ash Fork and for El Tovar Hotel at the Grand Canyon.⁶ Dog Town Wash reservoir, however, soon proved to have a bottom with sieve-like qualities and the assertion that Williams had "bid good-bye to water worries" was not completely justified. By September, 1937, it was realized that the bottom was not holding well, but it was hoped that natural silting would seal it. But even though the run-off in the spring of 1938 was so great that the Dog Town dam had threatened to overflow, by December of that year the city was once again buying water hauled in by the railroad, and the rates had to be increased accordingly.⁷ The *News*, at this time began again to urge construction of a dam about a mile and a half west of Williams, on West Cataract Creek.⁸

The West Cataract project had been one of the alternative plans suggested by the engineers in 1933, at the time the town decided it wanted the Dog Town Wash project. The site had been considered for several other projects before the water survey engineers had proposed it as a site for a project to supplement the town's supply.⁹ In 1933, however, it had been put aside for the Dog Town Wash project. Now it was once again laid aside in favor of an improvement program, that included riprapping the sides of Dog Town reservoir which had been clay coated.¹⁰ It was hoped this would improve the holding

⁴ *Ibid.*, May 3, 1935.

⁵ *Ibid.*, March 13, 1936 and April 17, 1936. The project had cost about \$116,000. A loan from the government under the depression Civil Works Administration program and from the Atchison, Topeka, and Santa Fe Railroad had made the project possible. *Ibid.*, July 6, October 10, 1934. The Santa Fe officials initially had objected to the project, feeling the dam planned was inadequate and that it might endanger their tracks; but, this was ironed out and their loan, which was to be repaid in water, was important to the project. *Ibid.*, February 23, 1934.

⁶ Williams was literally liquidating the railroad loan. *Ibid.*, June 26, 1936.

⁷ *Ibid.*, March 3, 1938. The eastern branch of the Cataract, which flows through the west side of Williams near Sixth Street, overflowed the bridge on Bill Williams Avenue that year.

⁸ In sections 30 and 31, Township 22 North, Range 2 East.

⁹ The West Cataract site was supposed to have been first suggested as a recreational lake site by Alfred Skeels; later it was hoped that it would be established as a wild life refuge. The run-off from the northern and northwestern slopes of Bill Williams and the southern slope of the Three Sisters Peak drains into this area; *Ibid.*, April 21, 1933; March 2, 1939; July 25, 1946; November 18, 1948.

¹⁰ The program also included construction of a larger main to the filter plant on Hancock Avenue from the municipal reservoir, installation of a more efficient filter plant, and modernization of the aerator and water intake at Dog Town. *Ibid.*, October 30, 1940.

ability of the reservoir. A bond issue of fifty-five thousand dollars was approved in a special election in October, 1940, to finance these improvements. Work started in April, 1941, and was completed the following November. The *News* announced at that time that the water set-up was fine, but the supply was still inadequate, and once again construction of the West Cataract dam was urged.

The town did receive some aid from the Cureton or old Phelan dam during this period. It had leased the water in that dam and had sold it as engine water at different times to both the Saginaw lumber mill and the railroad.¹¹ In March, 1944, when the *News* announced the city had sold a thousand dollars worth of water from the Cureton dam to the Santa Fe, it took the occasion to point out:

The history of Williams is one of timorous efforts to provide water and other needs barely sufficient to make requirements. Communities are not built up on such a policy. What is needed in Williams is a water supply adequate for a community at least twice as large as present Williams.¹²

By September, 1944, the town was planning a long range program of post-war water development. At that time consideration was given to drilling for water in Pitman Valley and connecting into the Dog Town Wash pipe line. In September, the city bought the land and both dams of the Saginaw and Manistee Lumber Company, which had moved from Williams a few years before. The dams, while they did not impound large reservoirs in comparison to the Dog Town and old municipal reservoirs, were, nevertheless, an aid to the city in combatting the ever recurrent water shortage.¹³ The Santa Fe Railroad again aided the town by supplying a loan to consummate this transaction.¹⁴

Water development planning went ahead at the end of 1945. Among the projects considered were those at Chalender (in Pitman Valley) and West Cataract; a new proposal to develop the water resources in Spring Valley; and, of course, a plan to seal the bottom of Dog Town reservoir.¹⁵ The council decided on a general program of improvements. This included sealing the bottom of Dog Town reservoir (at a cost of nearly thirty thousand dollars) and construction of the West Cataract dam.¹⁶ The citizens authorized the program in July, 1946, by approving a revenue bond issue of \$283,000.

¹¹ *Ibid.*, February 14, 1936; March 16, 1944.

¹² *Ibid.*, March 16, 1944. The town had just started a new program of pumping water from the Cureton reservoir.

¹³ *Ibid.*, September 20, 1945. The larger dam impounds about 18,000,000 gallons of water while the smaller one, of "makeshift construction," holds only about 8,000,000 gallons.

¹⁴ *Ibid.*, December 20, 1945. See above, p. 137, footnote 5.

¹⁵ *Ibid.*, November 15, 29, 1945.

¹⁶ *Ibid.*, June 20, 1946. Other planned improvements were the replacement of the pipe line from Dog Town Wash to the city limits with a larger (10 inch) line; improvement of the city water distribution system; enlargement of the filter plant; erection of a pressure tank to improve the service in south Williams; and, of course, construction of the necessary facilities to utilize the water to be impounded in the new West Cataract reservoir.

Work on the West Cataract reservoir inaugurated the new development program on February 24, 1947. The need for it was emphasized less than six months later when Williams began shipping in about six tank cars per day of water and the rates were accordingly increased. The *News* summarized the situation at that time:

With the completion of Dog Town Reservoir in 1937 [sic] the constant water shortage was solved until a combination of increased demand and exceptionally dry winters decreased the supply to its present low.¹⁷

The city began to use water from the new West Cataract reservoir in September, 1948, and the development program as outlined in 1946 was practically complete.¹⁸ Thus, by the end of 1948, the city had five reservoirs which impounded a large portion of the water which flows off Bill Williams Mountain, with a potential capacity of nearly half a billion gallons.¹⁹

The town considered building its own power plant in 1935, and then again in 1936, since it was uncertain that the Saginaw and Manistee Lumber Company, the source of its power, would remain open.²⁰ Saginaw's seven year contract was due to expire in December, 1936. The mill wanted to renew the contract but only on a yearly basis. In February, 1937, however, Saginaw and Manistee cut the power rate ten percent and signed a three year contract with the town. The Arizona Power Company had proposed at that time to supply the town with current. By the latter part of 1942 it was apparent that the mill would not remain in Williams much longer, and on August 12 the town started to receive its power from the Arizona Power Company.²¹ During the next few years there occurred frequent interruptions in the power supply, caused, the *News* claimed, by inadequate provisions for continuous service, and, continued the paper, "it is quite evident that Williams wants to look elsewhere for a source of electric power, long before the present contract runs out."²² The most pressing need to insure uninterrupted service was the erection of a line east to Bellemont so power could be secured from that end when service from the west was interrupted. World War II prevented such construction

¹⁷ *Ibid.*, August 14, 1947.

¹⁸ *Ibid.*, August 26, September 16, 1948. The new dam, about 600 feet long, was 44 feet high at the deepest point. Its capacity was 123,000,000 gallons and it had a "water tight bottom apparently." *Ibid.*, January 22, 1948.

¹⁹ *Ibid.*, November 18, 1948. This account says, "half a million," but obviously "half a billion" was meant. In 1951 Williams was once again importing water by rail because of a water shortage. Plans have been made for the construction of a new dam—called the Kaibab—on Dog Town Wash. The site for this dam, which has been approved by the Forest Service for the project, is about a mile north of Highway 66. The "catching" or potential capacity of the five city reservoirs had been reduced (by estimate) to 226,000,000 gallons by this time. *Ibid.*, July 12, November 8, 22, 1951.

²⁰ *Ibid.*, June 14, 1935; August 28, 1936. Probably because of the depression although a growing shortage of timber to harvest may already have entered the picture.

²¹ *Ibid.*, August 13, 1942.

²² *Ibid.*, July 22, 1943.

until 1946, at which time the council granted the company the necessary right-of-way. The new line was completed late in 1947. The Northern Arizona Light and Power Company, a subsidiary of the Central Arizona Light and Power Company, now wholesales power to Williams, which distributes it to the local consumers.²³

Another important public service was provided in the late thirties. After the survey for a sewer system in 1929, nothing more had been accomplished in that respect until 1936, although the *News* had frequently referred to the imperative need for such a system. In July, 1936, the federal government offered, as a part of its re-employment program, to grant forty-five percent of the cost of a system and to lend the balance. An election was held in September to authorize the project by permitting issuance of bonds, but the citizens turned the offer down. The *News* claimed that Williams would soon be the only incorporated town in the state without a municipal sewer system. Insistent demands for a new election resulted in another being held the following month. Urged to pass the measure, not only by the *News*, but also by a letter from an official of the State Board of Health, the citizens favored the project this time. Construction started in 1937 and the main system was completed by the end of the year, although the majority of the users did not tie into the system until the spring of 1938. By late 1949 only three subdivided areas of Williams were without a sewer system.²⁴

In the early thirties, Williams hoped to acquire another utility when Pacific Public Service, a subsidiary of Standard Oil of California, proposed to install a gas plant. An election to grant a franchise was planned for January, 1931, but considerable opposition arose, and the company withdrew its offer before the election could be held.²⁵ It was over seventeen years before the town had another opportunity to obtain a gas system, although in the interim manufactured or butane gas had been made available to the community. In June, 1948, the Southern Union Gas Company asked for a franchise to serve the Williams community with natural gas. The gas was to be obtained from a pipe line then being laid through northern Arizona from New Mexico to California, by the El Paso Natural Gas Company. This time a franchise was granted by an overwhelming vote in July, 1948.²⁶ After the Federal Power Commission had given final authorization to the company to operate in seven communities in northern Arizona, including Williams, it had been expected that service would start by January 15, 1951. A dispute between the Department of Interior and the El Paso Natural Gas Company over a common carrier agreement, delayed the pipe laying, however, and not until July 14, 1951, did service begin.²⁷

Accompanying the increasing services at Williams, was the or-

²³ *Ibid.*, March 16, 1950.

²⁴ *Ibid.*, July 21, 1949.

²⁵ *Ibid.*, January 16, 1931.

²⁶ *Ibid.*, July 22, 1948.

²⁷ *Ibid.*, June 27, 1951.

ganization of an efficient volunteer fire department by the 1930's. In 1940, it was claimed that the fire loss in Williams was the lowest in all the state and that its fire insurance rates were about the lowest.²⁸ In October, 1946, the town acquired a used, but modern, fire truck which, after it was reconditioned was placed in service in the main part of the town, south of the tracks; the old La France engine was then located north of the tracks to provide protection for that less heavily settled area.²⁹ The fire protection system was further improved with the completion, late in 1951, of a new central fire station on Grant Avenue west of Fourth Street.³⁰

In 1942 the progressive endeavors of a group of residents of Williams received recognition. An airfield, developed by a local group of flying enthusiasts, was selected at that time as a training site for a contingent of Civilian Pilot Training cadets. The limitations of Webber Field (sometimes Weber), the first airfield at Williams, had been pointed out in 1928, when Colonel Charles Lindbergh made a landing there. He had expressed disapproval of the field at that time and selected the site for the new field, about three miles north of Williams.³¹ The site, near the old county highway to the Grand Canyon, had been improved by the local group until it was suitable for the training program mentioned above. The field was abandoned for such training, however, after the first class was graduated in November, 1942. Improvements had included construction of a telephone line from the town to the airport (completed at the town's expense), improvement of the road, and erection of a hangar.³² The town later constructed a power line to the field and by 1948 there were hangar facilities for nearly a dozen planes, a repair shop, and a 4,200 foot un-

²⁸ There was, however, a fire in June, 1945, which, reportedly, was the biggest since July, 1901. The town received aid from the Navajo Ordnance Works at Bellemont, however, and damage was restricted to about five business establishments. *Ibid.*, June 7, 1945.

²⁹ The new Ford fire engine was purchased from the Santa Maria Air Base in California. "The old 1917 Ford now [north of the tracks] will probably be retired." *Ibid.*, October 31, 1946.

³⁰ The volunteer fire department had an authorized personnel roster of fourteen, in 1951. With the completion of the new fire house, Fire Station No. 2, at North Second and West Franklin Avenue, was to remain in use, while the old "fire barn" on West Railroad Avenue was to be taken out of service. *Ibid.*, October 11, 1951.

³¹ *Ibid.*, January 30, 1931. The site for Webber Field (the old fair grounds) had been selected by an army aviator, Lieutenant Webber, in 1921, and later named in his honor by the town council. Webber Field had been dedicated on June 10, 1925. Governor G. W. P. Hunt, had telegraphed his regrets that he could not attend the ceremonies and had observed that he expected it eventually to become a landing place for the "aerial mail." *Ibid.*, June 12, 1925.

³² Some of the members of the Williams Flying Club who had forwarded this project were: Ivan T. Wilson, H. A. Clark, Sterling Smith, and Dr. Mark S. Brown. The Saginaw and Manistee Lumber Company furnished timber; the Forest Service worked on the road; and the town, county, and chamber of commerce also cooperated in the enterprise. *Ibid.*, July 23, August 20, 1942.

paved runway. The road to the field had been paved, and a new 5,000 foot runway was being built. The airport, by then, was under municipal control.³³ The two main drawbacks to the field were the lack of runway lights and the hazard created by cows which often strayed onto the field. There were no cement runways nor gassing facilities, and the runways were still unlighted, by the end of 1950. The airport has been used chiefly by local pilots.³⁴

There were many street improvements during these two decades, although plans to pave the secondary arteries leading into Bill Williams Avenue were not implemented, and much remained to be done by the end of 1951.³⁵ The unpaved eastern portion of Bill Williams Avenue was oil surfaced when the underpass was constructed in 1932, at which time the Second Street crossing was eliminated.³⁶ A proposal presented to the town council in November, 1949, to construct a truck route which would by-pass Williams, brought severe criticism since it probably would have resulted in a loss of much tourist trade. It was proposed then that Railroad Avenue be widened for a truck route. Early in 1950 efforts were made toward getting the State Highway Department to undertake the proposed project, but nothing definite had come of the proposal by the end of the year.³⁷ The Williams-Perkinsville road project, first started in 1919,³⁸ had been made an unemployment work project in April, 1933, and this led, in part, to its ultimate completion in November, 1936.³⁹

The depression of the thirties, naturally, had its effect on Williams in many ways. Industry, of course, experienced some difficulties. The lumber industry at Williams held up relatively well, although there was a cutback in production, and the mill, generally speaking, was open throughout the depression years, except for minor shutdowns.⁴⁰

³³ *Ibid.*, September 16, 1948. In 1945 the town held the permit from the Forest Service for the runway. The hangar and other facilities were privately owned and operated. These facilities had been constructed at private expense, chiefly by Ivan T. Wilson who held the use permit for the areas. The paved road, telephone, and power line to the airport were financed by the city. *Ibid.*, December 20, 1945.

³⁴ Mrs. Merle S. Cowan to J. R. Fuchs, January 30, 1952.

³⁵ In 1951 there were two miles of bituminous surfaced streets and one mile of concrete within the corporate limits. Cowan to Fuchs, January 30, 1952.

³⁶ See below, p. 146. That is, it was eliminated as far as the route through Williams to Flagstaff was concerned.

³⁷ Railroad Avenue was previously designated as a truck route in 1939. *Williams News*, March 30, 1939.

³⁸ Then called the Williams-Clarksdale road. See above, p. 127, footnote 82.

³⁹ *Williams News*, November 12, 1936. The road was formally dedicated on November 8, 1936. James Kennedy of Williams waged the most active campaign to have the road completed. He has been called the "father" of the road. In 1939 this road was resurfaced as far as the Coleman Lake junction in connection with the Work Projects Administration program. *Ibid.*, August 24, 1939.

⁴⁰ The mill was shut down late in 1931 for several months because of the economic chaos. The box factory continued to operate even at that time. Normal interruptions for alterations and repairs continued, of course.

But it became more and more difficult for the Saginaw and Manistee company to secure tracts of timber which could be economically harvested by their railroad system of logging. Although trucks had been used already in the late twenties by the company, their cutting operations were still mainly dependent upon access to their railroad. Rumors that the mill was going to be forced to move for lack of timber became more persistent. In 1933, however, it was reported that the lumber industry would prove to be perpetual at Williams. New roads were being opened, it was claimed, which would enable utilization of isolated tracts of timber by providing access for trucks.⁴¹ Late the same year, an illustration of the importance the town attached to the trade of the mill employees was provided when Saginaw and Manistee established a commissary. The *News*, in an editorial, plead for closer cooperation between the town and the lumber company. It pointed out that the town had provided schools, utilities, and other accommodations for the mill employees for years, while the company had paid no taxes to the town on its mill, box factory, and company residences just outside the corporation limits. The establishment of the commissary was a great disservice and detriment to the town merchants, it was claimed.⁴²

In 1935 it was reiterated in the *News* that the Saginaw and Manistee mill might remain permanently at Williams. At that time the company had only a year's cut of timber remaining in the Canyon Unit it had secured in the late twenties, but there was still a reported 15 to 20 year supply "at the present rate of cut" available in the vicinity.⁴³ But the *News* maintained the following year, that the mill would soon be forced to close unless the Forest Service enabled the Williams mill to purchase some of the timber in the Mormon Lake area, then under contract to Flagstaff sawmills.⁴⁴ This was not feasible, however, and within six years the mill was removed to Flagstaff because of the lack of timber that could be economically harvested near Williams.⁴⁵

⁴¹ *Williams News*, June 9, 1933.

⁴² *Ibid.*, November 10, 1933. The manager of the mill took affront at the accusations of the *News* and refused to advertise in the paper or provide further information to the editor. Whereupon, a series of articles were published in the *News* intended to show the lumber company's lack of consideration for the town in such matters as water and electricity. The controversy, which eventually subsided, graphically illustrated the importance of the trade of the mill employees to the town's economy.

⁴³ *Ibid.*, May 10, 1935. At that time, 90,000,000 feet were being advertised for bids for cutting. Even if it were not included in the 170,000,000 feet of timber, which the article says was still available in the area, the total amount spread over the minimum 15 years would not have permitted a cut in excess of 18,000,000 board feet per year. Obviously, the annual cut had been greatly reduced from the 30,000,000 feet quoted in the twenties. Saginaw's payroll was said to be between \$20,000 and \$30,000 a month at this time.

⁴⁴ *Ibid.*, June 12, November 26, 1936.

⁴⁵ Indicative of the decreasing supply of suitable timber for its box factory was the purchase of 15,000,000 feet of box lumber from the Southwest Lumber Mills of Flagstaff in 1938. *Ibid.*, April 3, 1938.

As early as March, 1941, Saginaw and Manistee had leased the mill of the Arizona Lumber and Timber Company at Flagstaff. It continued to operate the sawmill and box factory at Williams for a time, however. There was no immediate cut in mill employees, and two more years' operation was then expected at Williams.⁴⁶ But in June of the following year the box factory—by then the only remaining Saginaw unit at Williams—was moved to Flagstaff. The annual cut had dropped from 30,000,000 board feet to about 20,000,000 by 1941, and there had been a gradual curtailment for a number of years prior to the final removal. Hence, the jolt to the economy was not as severe as it might have been.⁴⁷

Williams still had a lumber industry, however, but on a smaller scale. A number of small sawmills had begun operations there after 1936. The first of these was started a short distance north of town, in June, 1936.⁴⁸ By 1942 the sawmill, known as the Cataract Lumber Company, was equipped to turn out about fifteen thousand board feet of lumber a day.⁴⁹ Several other mills were established near Williams subsequent to the Saginaw and Manistee removal. The White Lumber Company, in January, 1943, moved its mill to about a mile north of Williams on the airport road.⁵⁰ In September, 1947, construction of a new box factory started. This was a joint undertaking of the White Lumber Company and the Haining Lumber Company of Prescott. Further improvements were made in 1949, by which time sixty thousand board feet of lumber were being turned out daily by the White-Haining Lumber Company. Although plagued by an unusual number of fires over a span of several years,⁵¹ these allied lumber industries have rebuilt their burned facilities each time, and by the middle of 1950 there were six small sawmills marketing their lumber through the joint White-Haining enterprise.⁵² These sawmills were harvesting the timber on smaller, isolated tracts which the larger Saginaw and Manistee Company could not cut economically by its method of log-

⁴⁶ *Ibid.*, March 6, 1941.

⁴⁷ *Ibid.*, September 18, 1941. The loss in population probably would not exceed 600, it was predicted.

⁴⁸ *Ibid.*, May 15, 1936. Gilbert Merritt started this mill and it was first referred to as "The Merritt Sawmill."

⁴⁹ *Ibid.*, November 12, 1942. The mill had burned in August, 1943, and when rebuilt was completely electrified. In 1943 the mill was sawing about ten thousand board feet daily. *Ibid.*, June 3, 1943.

⁵⁰ *Ibid.*, January 21, 1943. T. N. White was the owner. It had an initial daily capacity of five thousand board feet. White had apparently first started cutting timber in the forests nearby in 1938. *Ibid.*, November 18, 1948.

⁵¹ The White Lumber mill was first destroyed by fire; the second fire, in July, 1947, consumed a large quantity of Haining lumber; the third, in November, 1949, destroyed the larger White-Haining planing mill; the fourth burned a boiler house; the fifth, in May, 1950, burned the sawmill again, and the sixth, in November, 1950, burned the new mill under construction.

⁵² *Ibid.*, November 18, 1948. Including the Cataract Lumber Company. White-Haining, incidentally, was then using the old Phelan or Cureton dam as a log pond.

ging by railroad.⁵³ The White-Haining lumber combine erected a new re-manufacturing plant during 1951—a valuable addition to the expanding lumber industry at Williams. The lumber industry, which made somewhat of a “comeback” since Saginaw and Manistee left in 1942, was probably the second largest enterprise at Williams in terms of annual payroll by 1951.

The principal trend in the cattle industry was the concentration of much of the grazing land in the hands of a few large outfits. In 1935 the Forest Service instituted a program of gradual reduction in the number of large permits issued which was to reduce (by 1939) the total of large permits to not more than thirty percent of the total issued.⁵⁴ In 1941 it was claimed that the big outfits, “who bought most of their supplies elsewhere,” had practically taken over the livestock industry near Williams, and that the industry was of much less value to the town than it had formerly been.⁵⁵ Nevertheless, the industry is still an important part of the town’s economy. The livestock, for the most part are grazed under the permit system on the Kaibab National Forest lands.⁵⁶

In 1931 railroading was considered to be the fourth most important industry to Williams. At that time it was claimed that about 50 families were supported by the railroad company’s payroll there.⁵⁷ In 1948 it was estimated that about 40 employees of the Santa Fe at Williams received about \$240,000 in annual wages. This annual payroll was exceeded only by that of those connected with the tourist industry and slightly by the payroll of the lumber industry at Williams.⁵⁸ Although railroad activity in general increased during World War II, the Grand Canyon tourist line was discontinued in July, 1942, for the duration of the war. A bus service was maintained, however. The Grand Canyon Railway Company, incidentally, which had had nominal control of the line since 1901, was dissolved in 1943 and all its property was transferred to the Atchison, Topeka and Santa Fe Railway Company.⁵⁹ The former service of one train a day to and

⁵³ Sowell to Fuchs, February 20, 1952.

⁵⁴ *Williams News*, March 8, 1935.

⁵⁵ *Ibid.*, September 18, 1941. Late in 1943, the *News* noted that the livestock industry was no longer the revenue producer of early years and that it probably would not regain its former level. *Ibid.*, July 8, 1943.

⁵⁶ The Tusayan National Forest in which Williams was formerly situated, was consolidated with Kaibab in 1934. Actually, a portion of Tusayan was consolidated with Prescott National Forest, and the portion adjacent to Williams was consolidated with Kaibab. The Kaibab Supervisor’s office has since been moved to Williams. The jobs provided by the Forest Service and the concomitant payroll distributed there each month has been of no little importance to the town. The Forest Service’s cooperation with the town in many community projects has been of importance.

⁵⁷ *Williams News*, December 11, 1931.

⁵⁸ *Ibid.*, November 18, 1948. No payroll estimate was given for those connected with the livestock industry. In 1923, the railroad industry had been supporting 75 families in Williams. *Ibid.*, October 5, 1923.

⁵⁹ *Ibid.*, November 11, 1943.

from the Canyon was restored after the war. The Santa Fe raised its dam eight feet in 1942 to increase the capacity of its reservoir, and this fostered an optimistic rumor that Williams would be made a subdivision point, but evidently no change was made. Rail travel to the Grand Canyon, however, has continued to decline because of the ever-growing popularity of the automobile, and for the travel year 1950 an eight percent decrease was recorded.⁶⁰ But tourist travel to the Canyon and along Highway 66 in general has continued to increase, and this has been the most important factor in the history of Williams since 1930.

In 1930 the *News* attributed the sixty percent increase in population between 1920 and 1930 to the growth of the tourist trade.⁶¹ It was then considered the second most important industry, exceeded only by lumbering. During the next twenty years the tourist travel expanded until that trade now undisputedly provides the largest portion of the town's business volume.

Much time, money, and effort has been expended toward popularizing Williams as the "Gateway to the Grand Canyon." The town has been aided along this line by the routing of U.S. Highway 66 through the town and the construction of the new access road to the Canyon, which was opened in December, 1930. Highway 66 was made more attractive to tourists by federal and state improvement programs during these two decades. The oil surfacing program, which had been announced in 1928, did not get under way until early in 1931 and then it was stopped in July due to lack of funds. Work on the project was renewed in 1932, however, and, in connection with it, the federal highway survey was followed through Williams—that is, the county road north of the tracks to Second Street was abandoned. An underpass was also constructed at the east end of Bill Williams Avenue to eliminate the railroad crossing. The traffic was thus rerouted south of the tracks once again.⁶² Cement paving of Highway 66 was completed in the early forties by the State Highway Department.

This period saw a continuation and intensification of the program of the preceding two decades to provide Williams with recreational

⁶⁰ *Ibid.*, October 5, 1950. See Appendix E.

⁶¹ *Williams News*, December 5, 1930.

⁶² One result of this action was the isolation of several tourist camps (as they were then called) and service stations located along the old route north of the tracks. Two of these, however, were moved to more advantageous locations prior to the opening of the new underpass early in December, 1932. The other camp, that of T. H. Cureton, was not moved. Cureton's camp had been the first one to be opened in Williams. It had been built early in 1924 by Cureton and his brother, L. W. Cureton, at a site just south of the former's home, which at that time was on the road from the Grand Canyon, as well as on the county road from Flagstaff. The tourist facility, known as the Williams Camp Ground, consisted of ten or eleven cottages which, although crude by present standards, undoubtedly were a luxury in those days. *Ibid.*, November 25, 1932; January 25, 1924; T. H. Cureton, personal interview, Williams, Arizona, September 12, 1951.

lakes and other attractions which, while offering varied forms of entertainment and pleasure for the local residents, would also induce tourists to stop there. In 1931 the *News* suggested, among other projects, a new community lake. Coleman Lake, which had been developed in the late twenties, was not entirely satisfactory, and other sites were investigated. A plan to raise J. D. dam, which had first been proposed around 1928, was once again considered. Next, in late 1933 or early 1934, it was suggested that a lake be created by damming West Cataract Creek. In 1934 it was hoped that that project would be placed on the Civil Works Administration program, but this did not materialize.⁶³ It was decided shortly thereafter to support the movement which arose for construction of a dam at a site about seven miles southeast of Williams. The Kennedy Dam project, as it was called, was taken over by the Civilian Conservation Corps and completed late in August, 1934.⁶⁴ In 1936 Kennedy Dam, by then called Antelope Lake, was reported to have a "sieve bottom" and apparently the program to make a satisfactory recreational lake out of it was abandoned.⁶⁵ By that time, however, another more successful lake had been completed.

Early in 1934, Wells, editor of the *News*, had inspected a site on a stream tributary to Sycamore Canyon, about eighteen miles southeast of Williams. Wells then urged development of the site for a community lake, to be known as White Horse Lake, and by the end of September, 1934, plans for the project were under consideration.⁶⁶ Construction at the new dam site, located in a forest of virgin pine, was practically finished by February, 1935, when severe snow storms and a resultant exceedingly heavy water run-off nearly took the dam out. Quick action by some of the residents (who fought under extremely adverse conditions) saved the dam and it was completed by the Civilian Conservation Corps in the fall of that year.⁶⁷ White Horse Lake was placed under the jurisdiction of the U.S. Forest Service. In 1951, however, the town, in cooperation with the county and the Forest Service, raised the dam at White Horse Lake to double its storage capacity and area. Much of the popularity of this area, it has been claimed, has been due to its location in the Sycamore Game Preserve and the chances offered thereby for people to see wild game in its natural habitat.⁶⁸

⁶³ *William News*, February 23, 1934.

⁶⁴ It was named in honor of James Kennedy, "father" of the Williams-Perkinsville road and many-time president of the chamber of commerce of Williams.

⁶⁵ The dam, a dirt fill one, had leaked in 1935, because of a crack in the bed rock, and an attempt to repair it with a "dynamite cave" was supposed to have been made that year. *Williams News*, June 21, 1935.

⁶⁶ The site was on the Grosscupf homestead, about six miles from the Kennedy Dam, and was then owned by the Saginaw and Manistee Lumber Company. *Ibid.*, September 21, 1934.

⁶⁷ *Williams News*, June 21, September 13, 1935. Fish were planted in White Horse Lake for the first time around May, 1935.

⁶⁸ When the government proposed, in July, 1943, to open to hunting much

A number of other improvements and additions to the recreational facilities of the area were completed in this period. The Williams Country Club, which has been lauded as an excellent attraction of the community, built a club house in 1932. It was dedicated on August 20 of that year and made a fine addition to the 9-hole golf course completed in 1928. On August 31, 1941, the first Labor Day Rodeo was held. Besides the rodeo, there was a parade on Bill Williams Avenue and a street dance on each day of the two-day affair.⁶⁹ In 1942, the Williams Rodeo Association was formed and the rodeo became firmly established as an annual affair.⁷⁰

In addition to the Grand Canyon, the pleasant climate, and other resources which attract tourists and vacationists to the region chiefly in the summer months, there are several attractions in the fall and winter. Bill Williams Management Unit, south of Williams, brings numerous hunters in the fall deer season. In November, 1950, 4,294 hunters were checked into that area for the controlled hunt staged there.⁷¹ The various other special deer hunts in the Kaibab National Forest attract numerous hunters to Williams in the fall of each year.

The development of a full-fledged ski area on Bill Williams Mountain, four miles south of Williams, has not only provided a winter playground for the community, but has also attracted enthusiasts from other towns and states during the winter months. The first serious efforts to acquire a skiing area near Williams were made in 1939 when a course was established about ten miles east of Williams near Highway 66. The Forest Service did most of the work, including the construction of a shelter at the foot of the hill. It apparently proved unsatisfactory, however, and by 1941, construction of a new ski area was urged. Some thought a course would be best located on the north slope of Bill Williams Mountain, finishing near the Mountain Spring Ranch. A competent person to survey the area was needed, as was an active ski club, the *News* asserted. In 1945 Ed Groesbeck of the United States Forest Service, who had recently been transferred to Kaibab Forest at Williams, succeeded in interesting a number of residents in selecting a site for a ski area as a part of the recreational program for the National Forests.⁷² Groesbeck—who had previously helped develop the Arizona Snow Bowl at Flagstaff—and others located a site on the north

of this area (which contains, in addition to other game, antelope, deer, and wild turkey), it was protested by some of the citizens of Williams. Nevertheless, a portion of the preserve was opened to deer and turkey hunting that year. *Ibid.*, July 29, 1943.

⁶⁹ *Ibid.*, August 28, 1941.

⁷⁰ *Ibid.*, August 6, 1942. The first officers of the Association were: Rod Graves, president; G. H. McLeese, vice-president; Fred Boyd, secretary; D. O. Saunders, treasurer; and Eddie Hoffmeyer, chairman of the board of directors. The Williams Recreational Association has since taken over management of this event.

⁷¹ *Ibid.*, November 16, 1950. There were 3,989 hunters for the "buck hunt" and 305 hunters for the doe or "antlerless deer" hunt.

⁷² Scott M. Hayden, "A Ski Area is Born," *Arizona Highways*, XXVI (January, 1940), 28.

slope of Bill Williams Mountain in March, 1946, and by the end of that year had constructed a ski run and a trail leading to the area from the Williams-Perkinsville road.⁷³ The Lions Club of Williams aided in the work. An inter-scholastic ski meet, the first at Williams, was held there between Williams and Flagstaff on February 9, 1947.⁷⁴ In the summer of 1947 another ski run was constructed, and the trail was developed into a gravel road through the cooperation of the town, the county, and the Forest Service. Also, a shelter that had been erected at the old area in 1939 was moved to the new site and a ski tow was provided.⁷⁵ By 1948 the winter sports area was sponsored by the newly established Williams Recreational Association.⁷⁶ Two more ski trails and a ski jump were added in the summer of 1948.

The Lions Club, which had helped in establishing the ski area, took the initiative in the development of another recreational area, west of the Scott Addition.⁷⁷ Fields for various competitive sports, a track, picnic grounds, and other facilities common to a complete recreational area were provided, including a quonset hut with showers.

One recreational center which had been in use for almost half a century was finally abandoned during this period. The Odd Fellows' opera house, completed in 1904, was succeeded entirely by the Sultana Theatre as a movie house, and after being used as a roller skating rink for a number of years was even abandoned for that purpose because of the warped condition of the dance floor. In the late forties the state highway department stored implements there, although the upper story was still in fairly good condition and the Odd Fellows continued to use it as a meeting room. By 1948 plans were made to raze the building to provide space for the erection of a new Catholic Church, which organization had purchased the site.⁷⁸ The landmark was finally torn down several years later.

Other changes of a social or recreational nature included the erection of a new "Hut"—as the American Legion calls its home in Williams—on Grant Avenue.⁷⁹ The "Hut," along with the Sultana The-

⁷³ *Williams News*, December 5, 1946.

⁷⁴ *Ibid.*, March 19, 1947. About two hundred persons visited the area that first winter.

⁷⁵ Hayden, *op. cit.*, pp. 28-29.

⁷⁶ *Williams News*, January 29, 1948. The area was dedicated on February 15, 1948.

⁷⁷ *Ibid.*, July 29, 1948.

⁷⁸ *Williams News*, August 5, 1948.

⁷⁹ The "Hut" was erected on the south side of Grant Avenue between Fourth and Fifth streets by Cordova American Legion Post No. 13, of Williams. This post, originally organized shortly after World War I (but soon thereafter becoming inactive), was reorganized in October, 1925, and has functioned since that time. The post's first "Hut" was at Grant Avenue and First Street, but in 1929 a lease was secured on the five lots, known as "the Orchard," upon which the present "Hut" is located. The organization moved its original "Hut" to the present site at that time, and occupied it until the "Hut" was erected in 1934. Cordova Post was named in honor of Justo B. Cordova, who was killed in action on August 1, 1918, in World War I. Cordova was the only

atre and the high school auditorium, provide the social centers for the town.

The Williams-Grand Canyon Chamber of Commerce, which aided in securing the federal relief projects for Williams during the depression, was active in other ways in promoting the interests of the town. In August, 1933, it opened an information booth to provide general information on the state, and more specific information on northern Arizona, to the traveling public. The Fred Harvey Company cooperated in this venture.⁸⁰ The chamber of commerce, at the end of the twenties, had campaigned to have Bill Williams Avenue paved. In the period under consideration the organization supported the efforts of the Highway 66 Association, labored to have the County Immigration Fund again divided between Flagstaff and Williams on an assessed valuation basis (after that practice had been stopped around 1931), and in many other ways did all within its power to increase the tourist trade and to help the other enterprises at Williams.⁸¹

The enterprises and institutions at Williams, naturally, experienced difficulties and underwent changes during the depression of the thirties. The effect of that period upon the lumber industry has already been mentioned. Tourist travel to the Grand Canyon naturally diminished, although for the travel year 1931, travel by automobile to the Canyon actually increased slightly.⁸² Activity in the livestock and railroad industries decreased to some extent, and there was concomitant unemployment at Williams.

The town was successful in having a number of federal work relief projects assigned to the vicinity, chiefly through the efforts of the chamber of commerce.⁸³ In part, these projects included preliminary construction work on the Williams-Perkinsville road, construction of a truck road to J. D. Dam, surfacing work on other roads south of town, work on the recreational lakes, and various projects around the Grand Canyon. Several Civilian Conservation Corps reforestation camps were established in the vicinity; one was named in honor of C. E. Boyce, the well-known pioneer of Williams.⁸⁴ Some of these

man from Williams to die in that conflict. Cordova's body was returned to Williams and buried with full military honors in the Odd Fellows' cemetery. *Ibid.*, May 6, 1921; December 2, 1927; September 20, 1929.

⁸⁰ *Ibid.*, August 4, 1933. It was first located in the Udine Building. Later a booth for that purpose was erected on West Bill Williams Avenue.

⁸¹ *Ibid.*, February 20, 1931. The chamber of commerce felt that Williams could best be advertised through local administration of a portion of the immigration fund, rather than by centralized control of the entire fund. In August, 1940, the county returned to the former method of division of the fund. *Ibid.*, August 8, 1940.

⁸² That year the over-all drop of travel to the South Rim, slightly less than nine percent, was entirely a loss in rail travel. See Appendix E.

⁸³ *Williams News*, December 22, 1933.

⁸⁴ *Ibid.*, September 15, 1933. This camp after being located for a brief time at Pine Flat, twelve miles south of Williams, moved to Barney Flat, about five miles nearer town.

projects and their value to the community have previously been mentioned.

As in all communities, the depression produced changes in the banking picture at Williams. The Arizona Bank (The Arizona Central Bank until the name was changed January 31, 1931) closed its doors in June, 1932. From then until April 12, 1934, when the Bank of Arizona opened a branch at Williams, there was no bank there.⁸⁵ The Bank of Arizona has been the only bank at Williams since that date.⁸⁶

World War II, which wiped out the last vestiges of the depression, also brought changes to Williams, but most of them were of a temporary nature. It did indirectly help the town withstand the loss of the lumber mill in the early forties by providing new jobs. Railroad activity increased because of the heavy shipment of war material and the transportation of troops. Of greater importance to Williams, perhaps, was the establishment of the Navajo Ordnance Depot, east of Williams near Bellemont. This project, opened formally on December 7, 1942, although closer to Flagstaff, provided jobs for many citizens of Williams also.

As in World War I, Williams started various activities to make life more pleasant for the troops who passed through town on the railroad. Refreshments at the depot were provided. A Soldiers' Entertainment Council was formed and food, lodging and opportunities for recreation were provided for soldiers from the Blythe and Needles areas who stopped there at times, usually after spending several days at the Grand Canyon. A contingent of Negro regulars from Fort Huachuca was stationed there for a time while detailed to guard vital points along Highway 66, an important link in the military transportation system.⁸⁷

There were changes in the social and cultural facilities in this period of progress from 1931 to 1951. In late 1934 discussion started in regard to constructing a new grade school building, but no action was taken until 1936. At that time some of the citizens wanted to construct a separate school for the children of Mexican descent and to remodel the old one for the American children. The chief argument against this was that the lumber business was expected to "play out" within ten to twelve years and evidently it was believed the "Mexican population" would leave at that time.⁸⁸ Segregation was not favored by the majority, at any rate, and a proposal to build a new build-

⁸⁵ *Ibid.*, April 6, 1934. The Valley Bank and Trust Company had been given permission by the government in August, 1933 to open a branch in Williams, but evidently never did so. *Ibid.*, August 25, 1933.

⁸⁶ When it opened in April, 1934, it was strictly a commercial bank; no savings department was provided. Later, of course, complete banking facilities were made available. The bank is located on the northwest corner of Bill Williams Avenue and Second Street.

⁸⁷ *Williams News*, January 8, 1942. Those troops used the American Legion building—the "Hut"—as a barracks.

⁸⁸ *Ibid.*, January 24, 1936.

ing large enough to house both groups was voted upon. The measure, however, was badly defeated in a special election in February, 1936.⁸⁹ The matter more or less rested until 1938, when a similar measure was passed in September. Construction started in April, 1939 on the site of the old building, which was torn down. The new grade school was completed the following August.

One long-standing need filled during the later part of the forties was the erection and establishment of a community hospital. The Melick or Williams Hospital, which had served at Williams since 1896, had been closed in the thirties.⁹⁰ Sometime in 1937 or early 1938, Dr. W. Gordon Garnett opened the Garnett Memorial Hospital in the Boyce building, on the northeast corner of Grant Avenue and Second Street. This privately-owned hospital was operated by Garnett until about 1940. Shortly thereafter the hospital was taken over by Doctor F. W. Edel and was known as the Edel Hospital. Around September, 1941, it closed temporarily. It reopened in March, 1942, but was permanently closed early the following November.⁹¹ Williams was then without hospital facilities. The Old Williams Hospital building was then offered rent free by the owner⁹² if the town would cooperate in establishing a hospital. By then it was generally recognized that the day of the doctor-owned hospital was past and that the town needed a community hospital. Many of the service organizations cooperated to renovate and heat the old hospital and to furnish rooms.⁹³ The hospital was ready to handle emergency cases by December, 1942, and in January, 1943, a new doctor in town took over the operation of the Williams Hospital.⁹⁴ Another hospital, the Shields Hospital, owned by Dr. George A. Shields, served the community in 1943 and 1944. Neither of these, however, was adequate for the town's needs, and on October 28, 1943, a non-profit organization, the Williams Hospital Association, was incorporated to secure a community hospital. The project was held in abeyance by the war until January, 1946, when efforts were made to secure

⁸⁹ *Ibid.*, February 21, 1936.

⁹⁰ Dr. P. A. Melick had run this hospital, which prior to 1927 had been a company institution operated by the Saginaw mill for the use of its employees. In 1929 extensive improvements had been made and at that time it was opened to the general public as the Williams Hospital. One account claims it had been known as the Saginaw Hospital prior to 1927, but earlier references refer to it as both the Melick Hospital and the Williams Hospital. Cf. *Arizona State Business Directory, 1911-1912*, p. 514, "Williams Hospital, P. A. Melick, chief surgeon." See also *Williams News*, August 5, December 2, 1927. The hospital was located on the west side of Fifth Street between Bill Williams and Grant avenues.

⁹¹ *Ibid.*, November 5, 1942.

⁹² Mrs. Cora Melick.

⁹³ Some of these were: The Williams Women's Club, the Business and Professional Women's Club, the Junior Red Cross, Cordova Post of the American Legion, and St. Margaret's Guild. The Williams-Grand Canyon Chamber of Commerce worked to induce a doctor to come to Williams. *Williams News*, December 17, December 31, 1942.

⁹⁴ *Ibid.*, January 21, 1943. Dr. Thomas Scott Shepherd.

federal funds to assist with the project.⁹⁵ This move was unsuccessful and a further delay ensued until March, 1948, when a site for the proposed hospital was selected on South Sixth Street.⁹⁶ Construction of the new hospital started in September. The building, built for the most part by citizens who volunteered their services, was dedicated on May 11, 1950, to the pioneer doctors who had served Williams during the past fifty years.⁹⁷

Another community service provided toward the end of this past decade was the institution of a home mail delivery for most of the area south of Railroad Avenue.⁹⁸ The institution of this service had been a project of the chamber of commerce for several years. Although most of the subdivisions were not provided with service, it was, nevertheless, a start in the right direction.

Many new subdivisions or additions to the town were laid out during these two decades, including the Cureton and Fram additions.⁹⁹ The 1950 census showed the population to be 2,152 inhabitants,¹⁰⁰ a drop of 470 persons from the preceding census in 1940. Most of this decrease has been attributed to the removal of the lumber mill in 1942. The *News* reported the preliminary figures for the census in May, 1950, and, in regard to the decreased population, concluded:

One finds no sign of discouragement about the town whatsoever. Fifty new homes have been built and there is an acute shortage of housing still. All along Bill Williams Avenue the past ten years have seen steady improvement and the greatest building boom in the town's history. Business volume is up, assessed valuation is up, light and water connections show a big increase, postal grew until the town got its first carrier route, and on the whole the community is in a very healthy condition economically.¹⁰¹

⁹⁵ The Williams Hospital on South Fifth Street was razed in November, 1944.

⁹⁶ On an area occupied by barns of the Saginaw and Manistee Lumber Company, prior to its removal in 1942. *Williams News*, April 25, 1948.

⁹⁷ Doctors P. A. Melick, A. G. Rounseville, C. D. Jeffries, and J. W. Connor. Funds for the building and equipment had been supplied by a bond issue and by private donations. Many of the materials had been donated. Only the work requiring special skills was paid for. The Rotary Club was chiefly instrumental in bringing this project to fruition. The Williams Hospital celebrated its first anniversary in May, 1951, at which time the *News* reported that 1,600 patients had been served in the first year. Six hundred in-patients and 1,000 out-patients made up the total of 1,600 handled. Ninety-two births and 20 deaths were recorded there the first year. *Ibid.*, May 10, 1951.

⁹⁸ "The area to receive city mail delivery includes all of Bill Williams Avenue and Railroad Avenue north of Railroad to Hancock. The eastern perimeter includes Plum, First, Slagle and Taber and the west is bounded by Sixth Street." *Ibid.*, September 15, 1949. This account stated that the post office was then to be raised from a third to a second class office, but according to the official postal guide Williams had been a second class office since 1922. *U.S. Official Postal Guide*, Fourth Series, Vol. 2, No. 1 (July, 1922), p. 875.

⁹⁹ Plats were filed with the Coconino County Recorder for the following additions: Fram Addition (October 28, 1938) Cureton Addition (May 15, 1947); Three Sisters Addition (August 15, 1947); Butler Subdivision (August 16, 1947); and Nicholas Addition (February 27, 1948).

¹⁰⁰ *United States Census of Population: 1950.*

¹⁰¹ *Williams News*, June 29, 1950.

CHAPTER IX

GATEWAY TO THE GRAND CANYON

Many changes have taken place in the Bill Williams Mountain country since John Clark and William Ashurst first drove their bands of sheep into that region some seventy-five years ago. Sam Ball and John Rogers Vinton hardly would recognize the site where they had taken up their jointure in 1876, except for the essentially unchanged landmark in the background—old Bill Williams Mountain. And even C. T. Rogers might have to take a second look to be certain it was the town he had left around the turn of the century. Today (1952), Williams is a modern town with all the attributes commonly possessed by progressive communities in its population class. The development of Williams has not been one of "boom and bust," characteristic of so many of the towns in the early West. The town has experienced no rise of the population to fabulous heights and sudden decline to the depths, nor has it even undergone a steady growth as far as population is concerned. The town has enjoyed, however, a slow but regular growth of most of its institutions and facilities. The settled portion of the town within the corporate limits has continued to expand despite what the census figures might suggest.¹ Obviously it has not become a ghost town, as some predicted it would when the mill left in 1942.

Planning for the growth and welfare of the town has generally been advanced and sound. Some mistakes, to be sure, have been made, but probably no more false steps have been taken than have attended the efforts of most progressive communities to reach their goals. True, Williams is still confronted with some of the problems which had beset the town even in the last century. But plans are going ahead and it is hoped that even the seemingly ineradicable problem of water supply, which in large part is dependent upon the whim of the elements, will eventually be solved.

The decline in population between the years 1940 and 1950, reflected in the federal census of the latter year, might imply that the town had lost its vitality, but certain factors suggest that it is only the result of a temporary retrogression attributable to the removal of the Saginaw and Manistee Lumber Company from Williams. An increased business volume, greater assessed valuation, and other factors—although the increases in dollars and cents are in part a concomitant of recent inflation—have apparently been the basis for an estimate that the population had again risen to the 2,500 mark by the end of 1951.² The expanding tourist trade and the renewed activity at the Navajo Ordnance Depot near Bellemont, which have brought new opportunities for employment, are probably the chief reasons for any

¹ The United Census for 1940 lists 2,622 inhabitants; for 1950, 2,152.

² Cowan to Fuchs, January 30, 1952. The present population of the trade area of Williams is estimated to be 5,000.

growth in the population since 1950.³

Statistics for comparison are not complete for all years, but those available, nevertheless, give some indication of the town's progress. Telephone connections rose from 63 in December, 1901, to 629 by the end of 1951. In 1920 there were 315 electrical connections and 297 water connections. By 1951 these figures had both risen to the 700 mark. Water consumption in the twenty-year period from 1930 to 1950 rose from an annual consumption of 15,250,726 gallons to one of 70,371,240 gallons.⁴

Some statistics which are not wholly reliable for comparative purposes because of the changing dollar value and the influence of the present inflation, are those of assessed valuation, building permits, and post office receipts. The assessed valuation of property in Williams in 1951 of \$1,334,614, while less than that of 1930 (probably the peak year) when \$1,508,558 was recorded, was a gain, nevertheless, of nearly a third of a million dollars since 1940⁵. Building permits in 1951 totaled \$141,000. That represented a decrease of 18 percent from the previous year's total, but more than doubled the earlier peak in 1929 of \$60,962.50. Gross post office receipts for the fiscal year 1950 reached a high of \$19,948, nearly double the receipts for the fiscal year 1928-1929 and a large increase from the fiscal year 1896-1897, when they amounted to only \$2,333.66⁶.

Most important of all, perhaps, although only indirectly classified as statistics of Williams, are those figures which depict the increase of tourist travel to the South Rim of the Grand Canyon. Of course, all the tourists who visit the Grand Canyon do not stop in Williams, nor, on the other hand, do only Canyon visitors travel Highway 66. However, the volume of tourist travel to the Canyon gives a good idea of the amount of tourist travel that passes over Highway 66 in northern Arizona, all of which is potential trade for Williams.

Since the Grand Canyon National Park was created in 1919, during which year there were 37,745 visitors of the South Rim, the tourist traffic has steadily increased⁷ until an all time high of 616,837 per-

³ Flagstone quarrying operations northwest of Williams have also expanded in recent years and have furnished some new job opportunities. *Williams News*, December 13, 1951.

⁴ Although the town's population may be only slightly over 2,100, it has been estimated that during the tourist season there may be as many as 500 guests in the town during the night—all of them, of course, consuming water to some extent. In other words, the system is providing—at least for a portion of the day—for a population nearly a quarter again as large as the official census figures. This factor, naturally, must influence any planning for future water development.

⁵ Cowan to Fuchs, January 30, 1952; *Arizona Year Book*, 1930-1931, p. 193.

⁶ *Annual Report of the Post Office Department for the Fiscal Year Ended June 30, 1897*, p. 862. Williams became an office of presidential class on January 1, 1896, when it was raised to a class 3 office. Receipts for the half year ending June 30, 1896, were \$1,360.55. *Report of the Postmaster General*, 1897, p. 719.

⁷ Except during the depression in the thirties, World War II, and in 1948 and 1949. See Appendix E.

sons visited there in the 1950-51 travel year.⁸ Accommodations at Williams have continued to expand to meet the needs of the increasing number of tourists. By 1951 there were almost two dozen motels or tourist courts and a trailer park in addition to the Fray Marcos Hotel, the Grand Canyon Hotel, the Button Rooms, and the El Pinado Hotel (formerly the Cherokee). More than a dozen service stations and half as many garages provide for the needs of motorists. Cafes and restaurants number about a dozen. Half a dozen or so bars and cocktail lounges also serve the public.⁹ A like number of businesses are devoted to the curio or souvenir trade. A guest ranch south of Williams and two mountain camp grounds west of town also encourage tourists and vacationists to stop in the area. The existence of all the aforesaid enterprises, in most cases directly related to the tourist traffic, establishes beyond a doubt that "tourist farming" is the number one industry.

A singular aspect of the history of Williams is that each time the town suffered an economic dislocation there was a compensating factor to ameliorate the situation. Although the livestockmen were the first into the region, the railroad provided the real impetus to the establishment of Williams and the town expected to draw its chief sustenance from that source. After the division point was removed at the end of 1883, Williams experienced a slump, apparently, but it was quickly dissipated by the expanding livestock trade. The start of large scale lumbering at Williams by the Saginaw Lumber Company in 1893, when drouth in Arizona and general financial chaos in the country had all but ruined the livestock industry, further illustrated the point. The lumber industry continued strong for the next fifty years and firmly established Williams as a lumber town, while both railroading (in spite of the labor trouble in 1894) and ranching regained most of their former importance to the town. Although a bid for the tourist trade had been made as early as 1899 when the town subsidized the Santa Fe and Grand Canyon Railroad, the tourist industry did not begin to assume its present importance to the town until the late twenties and early thirties. Then, the establishment of Highway 66 and the opening of the new access road to the Canyon from a point just east of Williams made the town the center of departure to the Grand Canyon for automobile as well as for rail travel. Even then it had been recognized that the lumber industry could not continue indefinitely on the same scale of operations. By the time the depletion of the timber supply had forced the cessation of large scale lumbering

⁸ By automobile there were 566,157; by rail 34,377; by stage (bus), 15,418; and by air, 885. The travel year is from October 1 of one year to September 30 of the following year.

⁹ Apparently the bar or saloon, as they were once called is one of the few types of enterprises which has decreased in number of establishments since the early days of the town—that is if one can rely on a statement made by the *Courier* in 1882: "Williams, the new booming railroad town in this county, is credited with 33 saloons." *Prescott Weekly Courier*, September 23, 1882.

in the vicinity in the early forties, the tourist industry was developed to a point where it insured the future of Williams. The retardation of tourist travel during World War II helped, at least in part, to prevent Williams from regaining by 1950 the population lost through the mill removal in the early forties; but, even that was compensated for to a degree, by the establishment of the ordnance depot near Bellemont, which brought some new families to the community.

By any standards Williams has come a long way since the establishment of the first post office there in 1881. Today it is a prosperous and progressive community of 2,152 inhabitants known throughout the nation as "The Gateway to the Grand Canyon."

APPENDICES

APPENDIX A

Obituary of Charles Thomas Rogers¹

Charles Thomas Rogers, of Williams, Arizona, who died recently² at the home of his sister on Front street, says the *Bath* (Me.) *Times*, was a native of Freeport, having been born there seventy-six years ago. He leaves a son and daughter, Mr. Frank Rogers and Mrs. Nellie Rogers Stone, of southern California; and a sister, Mrs. Albert Stover, of this city, with whom he has made his home during the past three years. During this time he has made a great many friends in Bath, owing to his genial disposition and his interesting conversation.

Mr. Rogers was one of the oldest members of the Kennebec Yacht club and was often found there enjoying the different games and entertaining the members by stories of his past life. In his younger days, Mr. Rogers was a joiner and worked in the shipyard of the Houghton Bros. in this city. After that he became a successful photographer or maker of daguerrotypes, as they were then called. He [learned] this trade in Portland and then moved to Gardiner, where he went into business for himself.

While there the gold fever came on, so in 1853, with his wife, who was Miss Julia Smith, of Surrey, Me., and child, he started west. He stopped in St. Louis a year or two, then a small town, whence he pushed westward in an ox-team, and his experiences before reaching California would make even the hardest of the present generation shudder.

He was sheriff of Mendicino [sic] county, California, for several years and was engaged in the mining and ranch business all through that region. In the '60's he settled in Arizona, where he established a large cattle ranch. He was one of the pioneers of that territory and helped lay out the present city of Prescott, which was for several years the capital. He moved to Williams, in the same territory when there was but one log hut there. Today it is a town of 2,000 inhabitants. At one time he was postmaster.

Indians were thick there in those days and his narrow escapes were numerous. Notwithstanding such a life Mr. Rogers was a most thorough gentleman and beloved by all who knew him. He had traveled a great deal, and only this spring accompanied his daughter to [Hamilton,] Bermuda, where they spent several weeks.

¹ *Bath Times* as quoted in the *Williams News*, October 17, 1903.

² Rogers died on September 25, 1903, in Bath, Maine.

APPENDIX B

Location of Snyder's Springs
and

Probable Derivation of the Place Name

Will Barnes in his compilation of place names in Arizona says of Snyder Hole:¹ "[In] Yavapai County. Not located. P. O. established by this name Feb. 21, 1881, S. M. Gray, P. M."² The name Snyder's Springs appears in the records as early as 1878.³ A map (Territories of New Mexico and Arizona, Office of Chief Engineers, U. S. A., 1879) shows "Sniders" as a site in the same general area as "Snider Prairie" which appears on a railroad survey map compiled in 1880.

The term "Snyder's Springs" appears on no map, apparently, but Sniders seems to be in the same location as Snively Hole, which is shown on a number of early maps (as "Snively's Springs") and was located by Barnes on the "Mal-lory Map, 1876." In regard to Snively Hole, Barnes says: "Short distance east of Bill Williams mountain, on one of the early trails. [Shown on several maps as being on the old Santa Fe and Prescott Road through that area.] Well known watering place. What are today called 'ranks' were designated as 'holes' [also as springs] in those days. Jacob Snively was early hunter, guide and prospector. . . . A Pennsylvanian who came to Arizona about 1857. Killed by Indians in White Picacho mountains, March 18, 1871. . . . Snively was private secretary to Gen. Sam Houston when latter was President of Texas. He also commanded troops in the Texan war for independence. Undoubtedly named for Jacob Snively."⁴

The name Snively Hole appears (as "Snively's Hole"), apparently for the first time, on a map which accompanied the preliminary report of 1st. Lieutenant George M. Wheeler (Preliminary Report Concerning Explorations and Surveys Principally in Nevada and Arizona, 1871), compiled in the summer and fall of 1871—the same year Jacob Snively was killed. The holes or spring may have been named by members of this survey party, probably by 1st. Lieutenant D. W. Lockwood, who assisted Wheeler and personally lead a sub-party through that particular area.⁵

It is known that C. T. Rogers, James Dow, and Samuel M. Gray were among those living in the vicinity of Snyder's Springs.⁶ Samuel Gray (the S. M. Gray who was appointed postmaster of Snyder Hole in 1881) was the partner of James Dow in a ranch.⁷ Also in the area—and perhaps working as a ranch

¹ The terms "springs" and "holes" were often used interchangeably and should so be regarded in connection with this discussion.

² Barnes, *op. cit.*, p. 413.

³ *Arizona Enterprise*, May 1, 1878. "C. T. Rogers will shortly start a drove of cattle to the mountains, with the view of fattening them for this market. He has secured a good range, east of Snyder's Springs."; *Weekly Arizona Miner*, August 23, 1878. "The Board of Supervisors met this morning, and established a precinct at Snyder's Hole, and appointed C. T. Rogers a Justice of the Peace for the same."

⁴ Barnes, *op. cit.*, p. 412.

⁵ A "Lockwood Spring" also appears on many of the early maps, to the west of Snively's Springs and at the southeast slope of Bill Williams Mountain. Barnes fails to mention this place name, but undoubtedly it is named after Lieutenant Lockwood.

⁶ *Arizona Weekly Miner*, October 15, 1880; *Prescott Weekly Courier*, April 29, 1882.

⁷ They had the "L. O." Ranch, which was eventually purchased by William Garland, after whom the present Garland Prairie is named. *William News*, August 4, 1906. Snider Prairie was undoubtedly the present Garland Prairie. In Township 21 North, Range 4 East (G. & S. R. B. M.). On current maps

hand for Dow and Gray—was Frank Dodds, after whom the "Dodds Spring" which appears on the railroad survey of 1880 was named. A comparison of the railroad survey may with other maps on which appears "Dow Spring" suggests quite strongly that they were the same site.⁸ A further comparison with other maps shows that Dow Spring and Snively's Hole were apparently one and the same site. Even with due allowance for cartographic distortion or error, the location of the sites in relation to the old Sante Fe and Prescott Road and other features of the terrain suggests that they were identical and that Snyder's Springs was merely another version of "Sniders" [Springs], from which Snider Prairie took its name. "Snider" in itself being merely an unwitting corruption of the name "Snively," in this instance.

there is shown a "Garland Spring" and a "L. O. Spring." A "Gray's Spring" appears in the adjacent township on the south. See U. S. Geological Survey Map, Arizona (Coconino County), Flagstaff Quadrangle.

⁸U. S. Geological Survey, Reconnaissance Map, Arizona, 1891; Atlas Sheet XXIII, Geologic Map of the Colorado Plateau and San Francisco Mountains, Atlas to Accompany the Monograph on the Teritary History of the Grand Canyon District, Washington, 1882.

APPENDIX C

Inscription on the Plat of the

Original Townsite of Williams, Arizona

The Town of Williams, Yavapai County Territory of Arizona as conveyed and platted by H. C. Nutt Trustee for the Atlantic and Pacific Railroad Company a corporation created by Act of Congress approved July 27th 1866 said town being surveyed on part of Section 33 Township 22 N of Range 2 East Gila and Salt River Base and Meridian.

The number of the blocks, the size of the lots and the width of the streets and alleys are as shown in figures on each respectively. The streets and alleys are dedicated to the use of the public.

In testimony whereof I have hereunto signed my name this fifteenth day of August 1888.

Attest:

Chas. Hall Adams

H. C. Nutt, Trustee

State of Massachusetts)
County of Suffolk) ss

Be it remembered that on this fifteenth day of August 1888, before me the undersigned Commissioner of Deeds for Arizona Territory in and for the State of Massachusetts residing in the city of Boston came H. C. Nutt Trustee, who is to me well and personally known to be the same person whose name is subscribed to this Plat or Map of the town of Williams and he duly acknowledged same to me that he signed and executed the above description of said Plat and the dedication of the streets and alleys as shown thereon to the use of the public of his own free will and by voluntary act for the purposes expressed in witness whereof I have hereunto set my hand and affixed my official seal on this fifteenth day of August A. D. 1888.

Map of
The Townsite of
WILLIAMS
T22N R2E Yavapai Co.
ARIZONA
A. & P. Land Dpt.
..*.*..

Commissioner of Deeds
for Arizona Territory
Chas. Hall Adams

[Seal]

APPENDIX D
FREIGHT SHIPPED FROM WILLIAMS AND CHALENDER
BY THE ATLANTIC & PACIFIC RAILROAD ¹

Commodity	WILLIAMS			CHALENDER		
	1885	1888 (tons)	1889	1885	1888 (tons)	1889
Grain	1	9	14	—	—	—
Hay and Straw	10	2	34	11	—	—
Fruits and Vegetables	26	19	68	2	—	1
Ores	—	—	—	—	—	—
Bar and Sheet Metal	—	—	—	—	—	—
Coal	—	—	—	—	—	—
Salt	15	20	15	—	1	1
Stone, Cement, etc.	—	—	1	—	—	—
Mill Stuffs	11	4	15	—	—	—
Meats	8	—	1	—	—	—
Wines and Liquors	1	1	—	—	—	—
Machinery and Castings	—	—	7	—	—	1
Vehicles and Tools	1	1	1	—	—	—
Agriculture Implements	—	—	—	—	—	—
Livestock	40	520	871	2	—	—
Lumber & Forest Products	1	33	100	—	—	—
Furniture	—	2	2	—	—	—
Oils	—	—	1	—	—	—
Water and Ice	13	—	—	—	—	—
Wool	31	62	77	—	30	82
Hides and Pelts	9	5	6	—	—	—
Hardware	1	1	1	—	—	—
Railroad Material	10	—	51	—	—	—
General Merchandise	80	97	148	14	1	1
Company Material	18,882	16,882	5,357	40	382	390
Total Tons	19,140	17,658	6,770	69	414	476

¹ Adapted from William E. Guild, *Arizona: Its Commercial, Industrial and Transportation Interests*, pp. 63-71.

APPENDIX D

FREIGHT DELIVERED AT WILLIAMS AND CHALENDER ON
THE ATLANTIC AND PACIFIC RAILROAD IN ARIZONA TERRITORY

Commodity	WILLIAMS			CHALENDER		
	1885	1888 (tons)	1889	1885	1888 (tons)	1889
Grain	22	54	80	10	7	9
Hay and Straw	1	35	47	—	—	—
Fruits and Vegetables	13	18	36	4	3	3
Ores	—	—	—	—	—	—
Bar and Sheet Metal	—	—	1	—	—	—
Coal	14	55	66	—	—	—
Salt	24	48	48	16	13	12
Stone, Cement, etc.	—	1	1	—	—	—
Flour and Mill Stuffs	45	59	73	11	2	5
Meats	—	9	8	—	—	1
Wines and Liquors	11	21	22	1	3	2
Machinery and Castings	—	—	2	—	—	1
Vehicles and Tools	—	—	6	—	—	—
Agriculture Implements	—	2	2	—	—	—
Livestock	—	—	10	—	10	—
Lumber & Forest Products	37	68	147	13	8	17
Furniture	1	3	3	1	—	—
Oils	2	2	23	—	—	—
Water and Ice	—	—	4	—	—	—
Wool	—	—	26	—	—	—
Hides, Pelts, and Leather	1	—	—	—	—	—
Hardware and Cutlery	5	10	14	2	—	2
Railroad Material	—	—	—	—	—	—
General Merchandise	72	302	276	25	43	32
Company Material	20,179	27,790	23,627	2,181	52	105
Total Tons	20,427	28,477	24,523	2,264	141	189

APPENDIX E

TRAVEL TO GRAND CANYON NATIONAL PARK, SOUTH RIM ONLY ¹

Year	Train Passengers	Auto Passengers	Misc. Travel	Air Passengers	Stage Passengers	Total
1919	No figures on various categories of travel for this year					37,745
1920	56,075	10,260	—	—	—	66,335
1921	51,654	14,564	—	—	—	66,218
1922	59,230	23,596	—	—	—	82,826
1923	64,274	34,963	—	—	—	99,237
1924	66,236	38,098	—	—	—	104,334
1925	68,267	57,427	103	—	—	125,797
1926	65,501	63,631	90	—	—	129,222
1927	70,382	77,430	33	—	—	147,845
1928	63,382	84,746	40	—	224	148,392
1929	64,098	97,735	111	—	771	162,715
1930	49,890	100,179	28	—	583	150,680
1931	34,549	102,109	6	—	595	137,259
1932	20,176	84,793	—	—	1,345	106,314
1933	12,319	72,034	—	107	4,614	89,074
1934	16,994	93,318	—	133	6,169	116,614
1935	27,443	137,449	—	267	9,517	174,676
1936	37,909	178,249	—	735	10,565	227,458
1937	40,027	204,666	—	780	11,411	256,884
1938	41,997	240,056	—	155	12,607	294,815
1939	56,536	279,789	—	140	18,021	354,486
1940	41,630	275,320	—	111	12,778	329,839
1941	40,089	333,952	—	22	8,815	382,878
1942	16,560	133,199	—	28	3,074	152,861
1943	6,923	52,951	—	—	12,522	72,396
1944	5,911	54,428	—	10	2,921	63,270
1945	6,517	105,553	—	31	2,983	115,084
1946	36,248	444,352	—	137	8,082	488,819
1947	64,369	532,233	—	624	14,092	611,318
1948	49,065	491,044	—	1,259	17,291	558,659
1949	46,634	480,162	—	1,417	15,488	543,701
1950	48,097	521,612	—	1,197	14,383	585,289
1951	34,377	566,157	—	885	15,418	616,837

TOTAL VISITORS, SOUTH RIM ONLY

7,599,877

¹ Statistics furnished by H. C. Bryant, Superintendent, Grand Canyon National Park, February 27, 1952.

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